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INTERACTIONAL AERODYNAMICS OF THE SINGLE ROTOR HELICOPTER CONFIGURATION

VOLUME IV-E - One-Third Octave Band Spectrograms of Wake Split Film Data, Air Ejectors

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APPLIED TECHNOLOGY LABORATORY POSITION STATEMENT

In 1975 a wind tunnel test program was conducted in the Boeing-Vertol 20-foot V/STOL Wind Tunnel on a 1/5th-scale UTTAS model to investigate and find solutions for several aerodynamic problems encountered during the UTTAS flight-testing. Specifically, these tests focused upon (a) the structure of the hub/rotor wake in the vicinity of the empennage, (b) the formulation of the ground vortex and its relation to hub loads and fuselage loads during transition, and (c) the occurrence of vibratory air pressures from the blade passing over the fuselage. Only portions of the above-mentioned wind tunnel test data were reduced and analyzed in addressing the flight-test problems of the UTTAS aircraft.

Under Contract DAAJ02-77-C-0020, Boeing-Vertol completed analyses on the data to understand more completely the aerodynamic interactions that are involved and to formulate instructions for the guidance of designers in these respects. The results of these studies are applicable to all existing and future single-rotor/tail rotor helicopters. The data have been segregated according to aerodynamic interactions and associated phenomena/problem areas. From this body of knowledge, a generalized set of design guidelines meaningful to the single-rotor helicopter design concept formulation were developed and are included in these reports.

Mr. Robert P. Smith of the Aeronautical Technology Division, Aeromechanics Technical Area, served as project engineer for this effort.

DISCLAIMERS

The findings in this report are not to be construed as an official Department of the Army position unless so designated by other authorized documents.

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PREFACE

The entire report describing the investigation of INTERACTIONAL AERODYNAMICS OF THE SINGLE-ROTOR HELICOPTER CONFIGURATION comprises eight numbered volumes bound as 33 separate documents. The complete list of these documents is as follows:

Volume I, Final Report

Volume II, Harmonic Analyses of Airframe Surface Pressure Data

- A Runs 7-14, Forward Section
- B Runs 7-14, Mid Section
- C Runs 7-14, Aft Section
- D Runs 15-22, Forward Section
- E Runs 15-22, Mid Section
- F Runs 15-22, Aft Section
- C Puna 22 22 Farmand Seation
- G Runs 23-33, Forward Section
 H Runs 23-33, Mid Section
- I Runs 23-33, Aft Section

Volume III, Flow Angle and Velocity Wake Profiles in Low-Frequency Band

- A Basic Investigations and Hubcap Variations
- B Air Ejector Systems and Other Devices

Volume IV, One-Third Octave Band Spectrograms of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps
- D Open Hubcaps
- E Air Ejectors
- F Air Ejectors With Hubcaps; Wings
- G Fairings and Surface Devices

Volume V, Harmonic Analyses of Hub Wake

Volume VI, One-Third Octave Band Spectrograms of Wake Single Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Exploration
- C Hubcaps and Air Ejectors

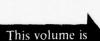
Volume VII, Frequency Analyses of Wake Split-Film Data

- A Buildup to Baseline
- B Basic Configuration Wake Explorations
- C Solid Hubcaps





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D - Open Hubcaps

E - Air Ejectors

F - Air Ejectors With Hubcaps; Wings

G - Fairings and Surface Devices

Volume VIII, Frequency Analyses of Wake Single Film Data

A - Buildup to Baseline

B - Basic Configuration Wake Exploration

C - Hubcaps and Air Ejectors

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INTRODUCTION

Volume IV presents spectrograms of the flow angles and velocity components for each run and its test points. Specifically, these machine plots show the root mean square value of each wake parameter over discrete frequency intervals one-third of an octave band in width. The octave arrangement is selected to provide 19 spectral increments from 3.9 to 250.0 Hz centerband frequency. A special computer program is employed to derive wake parameters within these bands consistent with corresponding basic spectral functions depicted in Volume VII.

The graphs showing the one-third octave band values are sequenced in the same order as the Outline of Wake Investigations (Table 1). These graphs are distributed among Volumes IV-A through IV-G by the major categories of Table I in the following arrangement:

Volume Volume		Build-up to Baseline Basic Configuration
Volume	IV-C	Effect of Hub Caps Section 1 & 2
Volume	IV-D	Effect of Hub Caps Section 3 & 4
Volume		Effect of Hub Caps Section 5 and
		Effect of Air Ejectors
Volume	IV-F	Air Ejectors with Open Hub Caps and
		Effect of Wings and Misc. Section
Volume	IV-G	Effect of Wings and Misc. Sections
		2 and 3

The Table I outline and other material is included for reference and as a context to the work of each sub-volume. Table 2, the List of Test Runs, arranges the runs in numerical order and gives pertinent text parameters.

The Index of Rake Positions, Table 3, lists the hot film transducer rake positions in the model coordinate system for each run and its test points. The main feature of Table 3 is the indexing of the test point number to the model waterline station and butt line as it varied from run to run. The table groups the runs as they shared the indexing correspondence of point with position. It is emphasized that the runs in a group do not necessarily all share the same number of test points but they do have same correspondence within their respective ranges of test points.

The orientation of the rake is shown pictorially in Figures 1 through 6 for the various test runs. Figure 7 presents a scaled drawing of the model with reference to the three-axis coordinate system. Table 4 lists the center frequency and the upper and lower band limits for each of the numbered one-third octave bands.

TABLE 1			
OUTLINE OF WAKE IN	VESTIGATIONS		
Description	Configuration Code	Run No.	Base- line
Build-up to Baseline			
1. Nacelles removed	K ₁₃ +H ₁ -N	149	150
2. Blades off, rotating hub	K ₁₃ -M+H _{1.0}	160	156
3. " , non-rotating hub	K ₁₃ -M+H _{1.0}	158	156
4. " , hub off	K ₁₃ -M-H _{1.0}	159	156
Basic Configuration			
1. Wake Explorations near Empennage			
(a) 15" Long. + traverse at T/R C.L.	K ₁	111	
(b) 9" Vert. + " above T/R "	"	112	
(a) 2" " in worther	11	113	
(d) 8" " (continue 112) (e) 13" " behind stab.	11	115	
(f) Lateral traverse, left stab.	m —	116	
(One T.P. only) (g) Same continued	11	117	
(h) Same continued (One T.P. only)	n .	118	
(i) Lateral traverse right stab. (j) T/R effect on wake	$K_{11}+T_2^0$	119	115
(j) 1/K effect off wake	N11 1-2	122	113
2. Climb/Descent Studies			
(a) Climb 900 FPM	K _{1 1}	135	
(b) Descent 800 FPM	11	136	
Effect Of Hub Caps			
1. Solid Caps on Canister			
(a) 7.6" diam. 2.17" ht. soft Pitch Arms	K ₁₁ -H _{1.0} +H _{1.2}	137	136
(b) 7.6" diam. 2.17" ht. stiff Pitch Arms	K ₁₃ +H _{1.2}	153	156
(b) 7.6" diam. 2.45" ht. flt. test config.	K ₁₃ +H _{1.2.1} +I ₁ +E _{1.0}	207	188

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

Description	Configuration Code*	Run No.	Base- line
Effect of Hub Caps (Continued)			
2. Solid Caps Raised Above Canister			
(a) 7.6" diam. 2.45" ht. 70" depth, .55 gap	H _{1.2.2} +I ₁ +E _{1.0}	208	188
(b) 10.0" diam. 3.25" ht. 1.55" depth, .50" gap	H _{1.8.1} +I ₁ +E _{1.0}	189	188
(c) 10.0" diam. 4.125" ht. 2.05" depth, .875" gap	H _{1.8.2} +I ₁ +E _{1.0}	190	188
(d) Repeat of 189	" " "	210	188
3. Open Caps Without Underbody			
(a) 10.0" diam. 1.25" gap,blades (b) " " gap, no blades	$H_{1.0.1}^{H_{1.0.2}+I_{1}+E_{1.0}}$	193 166	188/166 158
	H _{1.14.1} +I ₁ +E _{1.0} H _{1.0.1} -M	211 165	188 158
(e) " " 1.87" gap,blades (f) 16" diam. 2.00" gap,blades (g) " " gap, no blades	H ₁ .0.3+I ₁ +E _{1.0} H ₁ .7.1 H ₁ .7.1-M	191 168 167	188 156/167 158
	H _{1.7.2}	169	156
4. Open Caps with Underbody			
(a) 7.6" diam. 1.25" gap (b) " " " " center	1	194 198 202	188 188 194
post (d) 10.0" diam5" gap, no blades	H _{1.5.1} -M	164	158
	H _{1.5.2} -M	161	158
	H _{1.5.4} -M	163	158
	H _{1.5.3} -M	162	158
(h) " " 1.25" gap	H _{1.5.2}	154	156/161

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

TOTAL OF WIND IN	BETTOME		
Description	Configuration Code*	Run No.	Base- line
5. Miscellaneous Hub Covers (a) Hub fairing 16" diam. (b) Wham-O-Frisbee 10" diam. (c) Fab. glass Frisbee 16" diam.	H _{1.3} H _{1.9.0} +E _{1.2} H _{1.9.1} +E _{1.2}	151 182 183	150 181 181
Effect of Air Ejectors			
3. " " 150 psi 4. Wide chord shroud 40 psi 5. Wide " " 150 psi	H ₁ .0+E ₁ .0 H ₁ .0+E ₂ .5.1 H ₁ .0+E ₃ .5.2 H ₁ .0+E ₃ .5.4	173 174 175 176 184 187 203 204	156 156/172 156/173 156/174 156/173 156/174 156 156/203 156/203
Air Ejectors with Open Hub Caps with Underbodies			
3. " " " 40 psi 4. " " " 150 psi 5. " " " 0 psi 6. " " 40 psi 7. " " 150 psi	H _{1.11.1} +I ₂ +E _{4.0} H _{1.11.1} +I ₂ +E _{4.0}	195 196 197 198 199 200 201	188/172 188 188/173 188/174 188/194 188/196 188/196 188/200 156/176
Effect of Wings and Misc.			
(b) Single slotted flapped wing	H _{1.0} +W _{1.0} +E _{1.1} H _{1.0} +W _{3.0} +E _{1.0} H _{1.0} +W _{2.0} +E _{1.0} H _{1.0} +W _{4.0}	178 180 179 186	181 181 181 156

TABLE 1 (CONTINUED)

OUTLINE OF WAKE INVESTIGATIONS

Description	Configuration	Run	Base-
	Code*	No.	line
 Crown Fairings (a) Flat top behind shaft (b) Round top behind shaft (c) Extended flat top fairing (d) Flat top + 16" cap, 4" gap (e) Forward fairing/nacelle fairing 	K ₁₁ +D ₁	140	138
	K ₁₁ +D ₂	141	138
	H ₁ +D ₄	170	156
	H _{1·7·2} +D ₄	171	170
	P _{1·0}	152	156
3. Surface Devices (a) Vortex generators (b) Guidevane between nacelles (c) Longitudinal strakes (d) 14% porosity spoiler	K ₁₁ +VG ₂ , 1	139	138
	K ₁₁ +FV ₁	142	138
	H _{1•5,3} +S ₄	155	156
	K ₁₁ +X ₁	143	138

^{*}Basic Code is K13 unless noted otherwise.

	TABLE 2 LIST OF TEST RUNS BASIC INVESTIGATIONS OF THE HUB WAKE	TABLE 2 LIST OF TEST RUNS STIGATIONS OF THE	IS IE HUB W.	AKE				
RUN	CONFIGURATION/CONDITION	Vrun	RPM	DISK	MODEL	MODEL ANGLES	MR HT,	TAIL
NO.		KNOTS	MR/TR	psf.	°	0 7	h/d	ROTOR
111	$K_{ m ll}/ m l5$ " Long. wake traverse at TR center line	80	1433/0	8	0.9	-2.0	8	Off
112	" /9" Vert. wake traverse above TR center line	=	=	=	=	=	=	=
113	" /2" Vert traverse through MR vortex	=	=	=	=	=	=	-
114	.8/	=	=	e	=	=	=	=
115	" /13" Vert. traverse behind stabilizer	=	=	=	=	=	=	=
116	" /Lateral traverse - left stabilizer	=	=	=	=	=	=	=
117	" /116 continued	=	=	=	=	=	=	=
118	" /116 continued	=	2	=	=	=	=	=
119	" /Lateral traverse - right stabilizer	=	=	=	=	=	=	=
121	K ₁₁ +T ₂ /Effect of tail rotor flow on wake	=	1433/	=	=	=	=	On
135	K_{11}/W ake in 900 fpm climb	=	=	=	-6.0	-4.5	=	Off
136	" /Wake in 800 fpm descent	=	=	E	0.9	-2.0	=	=

TABLE 2 (CONTINUED)

	LIST OF TEST RUNS EVALUATION OF WAKE-ALTERING DEVICES	PEST RUN E-ALTERI	IS ING DEVI	CES				
RUN	CONFIGURATION	VTUN	RPM	DISK	MODEL	MODEL	MR HT.	TAIL
NO.		KNOTS	MR/TR	rDG.	a a	0 1	p/q	ROTOR
137	Kll-Hl.0+Hl.2/Effect of 7.6 inch diam. solid hub cap	80	1433/0	8	ú	-3.8	8	Off
138	K11/Repeat of base run	=	=	=	a	=	=	=
139	Kll+VG2.1/Effect of vortex generators on aft crown	=		=	=	=	=	=
140	$\mathrm{K}_{11}^{+\mathrm{D}_{1}}/\mathrm{Flat}\text{-topped}$ "doghouse" fairing on aft crown	н		=	=	=		
141	$^{\mathrm{K}_{11}^{+\mathrm{D}_{2}}/\mathrm{Rounded-top}}$ fairing	=	=	=				
142	K ₁₁ +FV ₁ /Deflection vane on crown between nacelles	=	=	=	=	=	=	=
143	$K_{11}^{+X_1}/Variable$ porosity spoiler		=	=				
149	$K_{13}^{+H_1-N_1}$ /Effect of nacelles off also add stiff pitch arms (K_{13})	09	1075/0	4.5	=	=	=	=
150	K ₁₃ +H ₁ /60 knot baseline	=	=	=	-	:		=
151	K ₁₃ +H _{1.3} /16 inch diam. helmet fair- ing	=	=	=	=	=	=	=
152	K ₁₃ +P _{1.0} /Pylon and intake fairings	80	1433/0	8	=	=	=	=
153	$\mathrm{K}_{13}{}^{+\mathrm{H}}_{1.2}/\mathrm{Repeat}$ 137 with K_{13} pitch arms	=		=	=	=		=

CONFIGURATIC K13+H1.5.2/10" ope K13+H1.5.2+54/Same K13+H1.0/Baseline K13-M+H1.0/Wake st off, hu K13-M+H1.0/Wake st rotatin K13-M+H1.0/Same as K13-M+H1.5.2/Repea K13-M+H1.5.3/Same K13-M+H1.5.3/Same K13-M+H1.5.1/Same K13-M+H1.5.1/Same K13-M+H1.5.1/Same K13-M+H1.5.1/Same	TABLE 2 (CONTINUED)	LIST OF TEST RUNS EVALUATION OF WAKE-ALTERING DEVICES	V _{TUN} RPM DISK ANGLES HT. TAIL	S MR/TR LDG. a° w° h/d	80 1433/0 8 6 -3.8 ~ Off	=	= = =	" " " 0/0 " S	off " " " " "	is " 1433/0 " " " " "		= = = = =	= = = = = = = = = = = = = = = = = = = =	= = =	=	= = =
	TA	LI EVALUATION	Diamoo	CONFIG	K ₁₃ +H _{1.5.2} /10" open hub cap, underbody, 1.25"qa	K ₁₃ +H _{1.5.2} +S ₄ /Same as 154 exc strakes on aft		K ₁₃ -M+H _{1.0} /Wake studies off, hub not	K ₁₃ -M-H _{1.0} /Wake studies	K ₁₃ -M+H _{1.0} /Same as 158 rotating	K ₁₃ -M+H _{1.5.2} /Repeat of blades	K ₁₃ -M+H _{1.5.3} /Same as 161	K ₁₃ -M+H _{1.5.4} /Same as 161 gap	K ₁₃ -M+H _{1.5.1} /Same as 161 0.5" gap	K ₁₃ -M+H _{1.0.1} /body, same cap	166 K13-M+H1 0 2/Same as 165 with

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	TAIL	ROTOR	Off	=	=	=	=		=	=		-	:	=
	MR HT.	p/q	8	=	=	=	=	=	=	=	=	-	=	2
	MODEL	0 1	-3.8			=	=	=	=	=	=	-	=	=
	MODEL	ಿ	9	2		=		=	=		=	=	=	=
S	DISK	LDG. psf	&	Ξ	п	u	=		н	ш		=	=	=
vs G DEVICE	RPM	MR/TR	0/0	1433/0	и	u	=	=	=	=	=	=	=	=
CONTINUED) TEST RUP	Vrun	KNOTS	. 80							=	:	=		=
TABLE 2 (CONTINUED) LIST OF TEST RUNS EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION/CONDITTON		K ₁₃ -M+H _{1.7.1} /16" open cap, no underbody, 2" gap	K ₁₃ +H _{1.7.1} /Blades on, same cap config. as 167	K ₁₃ +H _{1,7,2} /16" open cap, no under- body, 4" gap	K ₁₃ +H _{1.0} +D _{4.0} /Extended flat top fairing on aft crown	K_{13}^{+H} ,7.2 $^{+D}$ 4.0/Same fairing as 170 same cap as 169	K ₁₃ +H _{1.0} +E _{1.0} (0psi)/Basic air ejector zero blowing baseline		K ₁₃ +H _{1.0} +E _{1.0} (150 psi)/Same as 172 with 150 psi supply	K13+H1,0+E2,5,1(40 psi)/Ejector with wide chord shroud at 40 psi	ame	K ₁₃ +H ₁ .5 ₁ 4+E ₂ 5,1(150 psi)/Same as	K ₁₃ +H _{1.0} +W _{1.0} +E _{1.1} (0 psi)/Nacelle mounted wing
	RUN	NO.	167	168	169	170	171	172	173	174	175	176	177	178

EVALUATION CONFIGURATION/CONDITION CONFIGURATION/CONDITION CONFIGURATION/CONDITION CONFIGURATION/CONDITION CONFIGURATION/CONDITION Slotted flapped will slotted frish slotted flapped will slotted frish slotted frish slotted frish slotted slotted will slotted slotted will slotted slot	TABLE 2 (CONTINUED)	OF WAKE-ALTERING DEVICES	V _{TUN} RPM	KNOTS MR/TR LDG. a° w° h/d	lble 80 1433/0 8 6 -3.8 ~ Off	ngle " " " " " " "	le with " " " " " " " " " 1 aft	lard 10" " " " " " "	Tabri- " " " " " " " " " " " " " " " " " " "	chord " " " " " " psi	i air " " " " " " " " i i air	" " " qn:	e 185 . " " " " " " " hroud	ine " " " " " ring	id cap, " " " " " " eight	me as " " " " " " " " " " " " " " " " " "
EVALUATION EVALUATION RATION/CONDITI FEL. 0 (0 psi)/Dootted flapped well of the psi)/Stan fris Copsi)/Baseli actor tube move copsi)/Baseli cotor tube move do psi)/Stan fris cotor tube move cotor tube move fris cotor tube move cotor tube move fris cotor fris cotor fris fris cotor fris cotor fris cotor fris fris cotor fri		ICES				-	-	-	=	=	=	=	=	=	=	=
TABLE 2 (CONTINUE LIST OF TEST R EVALUATION OF WAKE-ALTERI R13+H1.0+W2.0+E1.0 (0 psi)/Double 80 K13+H1.0+W3.0+E1.0 (0 psi)/Single " K13+H1.0+W3.0+E1.0 (0 psi)/Single " K13+H1.0+E1.2 (0 psi)/Baseline with " Ejector tube moved aft aft ejector tube moved aft aft ejector tube moved aft aft abri-cated frisbee 6 ejector tube moved aft aft abri-cated frisbee 8 with lip at 40 psi K13+H1.9.1+E1.2 (0 psi)/Mide chord " K13+H1.0+E3.5.2 (40 psi)/Mide chord " K13+H1.0+E3.5.2 (150 psi)/Same as " K13+H1.0+E3.5.2 (150 psi)/Same as " K13+H1.0+E3.5.4 (150 psi)/Like 185 . " With modified shroud stub with 11 instr. ring with 12 instr. ring with 13 instr. ring with 12 instr. ring with 12 instr. ring with 12 instr. ring with 13 instr. ring with 12 instr. ring with 13 instr. ring with 13 instr. ring with 12 instr. ring with 13 instr. ring with 12 instr. ring with 13 instr. ring with 12 instr. ring with 12 instr. ring with 13 instr. ring with 14 instr. ring with 15 instr. ring with	D)	NG DEV	RP	MR/	1433,	:	=	=	:	=	=	=	=	=	=	=
TABLE 2 (LIST OF LIST OF EVALUATION OF WAKE- CONFIGURATION/CONDITION CONFIGURATION/CONDITION K13+H1.0+W2.0+E1.0 (0 psi)/Double slotted flapped wing K13+H1.0+E1.2 (0 psi)/Baseline with ejector tube moved aft K13+H1.0+E1.2 (0 psi)/Standard 10" frisbee K13+H1.9.0+E1.2 (0 psi)/Standard 10" K13+H1.9.1+E1.2 (0 psi)/Mide chord with lip at 40 psi K13+H1.0+E3.5.2 (150 psi)/Same as K13+H1.0+E3.5.2 (150 psi)/Same as K13+H1.0+W4.0/Boom mounted stub wing K13+H1.0+E3.5.4 (150 psi)/Like 185 K13+H1.0+H1+E1.0 (0 psi)/Baseline With H1 instr. ring K13+H1.8.1+I+E1.0 (0 psi)/Same as H3+H1.8.1+I+E1.0 (0 psi)/Same as H3+H1.8.1+I+E1.0 (0 psi)/Same as H3+H1.8.2+I+E1.0 (0 psi)/Same as	CONTINUE TEST R	ALTERI	VTUN	KNOTS	80	=		=		=	:	=	=	=	=	
	TABLE 2 (I	EVALUATION OF WAKE-			K ₁₃ +H _{1.0} +W _{2.0} +E _{1.0} (0 psi)/Double slotted flapped wing	K ₁₃ +H _{1.0} +W _{3.0} +E _{1.0} (0 psi)/Single slotted flapped wing	K ₁₃ +H ₁ ,0+E _{1,2} (0 psi)/Baseline with ejector tube moved aft	K ₁₃ +H ₁ ,9.0+E _{1.2} (0 psi)/Standard 10" frisbee	2 (0	2 (40 with]	2 (150 psi)/Same 184 with 150 psi	'Boom mounted wing		K ₁₃ +H _{1.0} +I ₁ +E _{1.0} (0 psi)/Baseline with I ₁ instr. ring	K ₁₃ +H ₁ .8.1+I ₁ +E ₁ .0(0 psi)/Solid cap, 10" diam. 3.25" height	K ₁₃ +H _{1.8.2} +I ₁ +E _{1.0} (0 psi)/Same as 190 except + 4.12" heigh

TABLE	2(C	TABLE 2(CONTINUED)	ED)	
LIST	OF	TEST	LIST OF TEST RUNS	
COCTION CATACOLIC DVALL DO MOTHER AND	1	F .	Ono Time Out	

		TAIL	ROTOR	Off	=	=	=	=	=	=	=	=	=	=	=
		MR HT.	h/d	8	=	=	=	=		=	=	=	=	=	=
		MODEL	•	-3.8		=	=	=	=	=	=		=	=	=
		MODEL	9	9	=	=		=	=	=	=	п			=
	S	DISK	LDG. psf	æ	=	=	=	=	=				=	=	=
S.	3 DEVICE	RPM	MR/TR	1433/0	=	=	a	п		=					=
NTINUED) FEST RUN	ALTERING	VTUN	KNOTS	80	=	=	E	=	=	=		=			=
TABLE 2(CONTINUED) LIST OF TEST RUNS	EVALUATION OF WAKE-ALTERING DEVICES	NOT#IGNOO/NOT#ERIBEROO	CONTINUE TO THE TOTAL THE TOTAL TO THE TOTAL THE TOTAL TO THE TOTAL TH	Kl3+Hl.0.2+Il+El.0 (0 psi)/10" cap, no underbody, 1.87" gap	K ₁₃ +H _{1.0,2} +I ₁ +E _{1.0} (0 psi)/10" cap, no underbody, 1.25" gap	Kl3+Hl.ll.l+I2+El.0(0 psi)/7.6" cap, underbody, 1.25" qap	K ₁₃ +H _{1.11,1} +I ₂ +E _{1.0} (20 psi)/Same as 194 with 20 psi air	K13+H1.11.1+12+E1.0(40 psi)/Same as 194 with 40 psi air	K13+H1.11.1+I2+E1.0(150 psi)/Same as 194 with 150 psi air	$^{K_{13}+H_{1},11,1}$ $^{+I_{2}+E_{4},0}$ (0 psi)/Same as 194 except blowing tube 2" aft	K13+H1.11.1+I2+E4.0 (40 psi)/Same as 198 with 40 psi air	K13+H1,11,1+I2+E4.0 (150 psi)/Same as 198 with 150 psi air	K ₁₃ +H _{1.11.2} +I ₂ +E _{4.0} (150 psi)/Same as 200 except center support cap	K ₁₃ ^{+H} _{1,11,2} ^{+I} ₂ /Baseline with I ₂ and no blowing tube	K ₁₃ +H _{1.0} +E _{5.0} (0 psi)/Bifurcated air duct baseline
		RUN	NO.	191	193	194	195	196	197	198	199	200	201	202	203

	TAIL	ROTOR	0ff	=	=			-			
	MR HT.	p/q	8	=	=		=	=			
	MODEL	0 1	-3.8	=	=	=	=	=			
	ANC	0 0	9	=	=	=	=	=			
S	DISK	rDG.	8	=	=	=	=	=			
IS 3 DEVICE	RPM	MR/TR	1433/0	=	=		•	-			
CONTINUED) FEST RUN ALTERING	VTUN	KNOTS	80	=	= TD	-	=	=			
TABLE 2 (CONTINUED) LIST OF TEST RUNS EVALUATION OF WAKE-ALTERING DEVICES	CONFIGURATION/CONDITION		K ₁₃ +H _{1.0} +E _{5.0} (150 psi)/Bifurcated duct with 150 psi air	(40 p	K ₁₃ +H _{1.2.1} +I ₁ +E _{1.0} (0 psi)/7.6" solid cap, no gap	K ₁₃ +H _{1.2.2} +I ₁ +E _{1.0} (0 psi)/Same as 207 except 0.55" gap	0.	K ₁₃ +H _{1.14.1} +I ₁ +E _{1.0} (0 psi)/Like 189 and 210 except cap is open			
	RUN	NO.	204	205	207	208	210	211			

TABLE 3

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
111	20 21 22 24 26 28 30 32 34 36	53.5	103.1 105.0 107.0 109.0 111.0 112.9 114.9 116.9 118.9	-7.25	1
112	2 4 6 8 10 12	48.9 50.8 52.7 54.5 56.2 57.2	107.3	-7.25	1
113	2 4 6 8 10 11	51.7 52.3 52.8 53.3 53.9 53.3	103.3	-3.25 " " "	1
114	2 4 6 8 10	44.5 46.4 48.2 50.0 51.9	103.0	-3.25 " "	1
115	3 4 6 9 10 12 14 16 18 20	52.9 52.0 50.0 48.0 46.0 44.1 42.1 53.0 54.0 55.0	124.7	-3.25 " " " " "	1

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
116	7	36.9	100.5	-17.5	1
117	2 4 6 8 10	37.6 37.3	100.5 99.6	-16.0 -14.0 -12.0 -10.0 - 8.0	1
118	2	37.6	100.5	- 6.0	1
119	2 5 8 9 14 16 20 25	37.3 "" "" 51.5 52.3	99.6 " " 102.5 101.7	+ 6.0 8 10 " 14 16 17.5 -17.5	1
121	3 4 6 8 10	62.9 53.5 50.1 46.0 42.1	129.0	+ 5.7	2
135	2 4 6 8 10 12 14	56.9 54.5 52.5 50.5 48.5 46.5 44.5	106.3	- 5.7 "	3
136	2 4 6 8 10 12 14 17 18	56.5 54.5 52.5 50.6 48.5 46.5 44.5 37.1 39.0 41.0	104.0	- 8.0 "" ""	4

79 01 22 056

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT LINE	LOCATION FIGURE
137	3 5 7 9 11 13 15 17	38.7 39.9 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0	5
138-41, 143	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.4 100.5 103.6	- 8.0 "" ""	5
142	7 8 9 10 11 12 13 14 15 16	37.8 40.2 42.0 44.0 46.0 48.0 50.0 52.0 54.0 56.8	98.4 " 100.5 " 103.6	- 8.0	5

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER LINE	MODEL STATION	BUTT	LOCATION FIGURE
149-151	2 3 4 5 6 7 8 9	38.8 40.0 42.0 44.0 46.0 48.0 50.0 52.0 54.0	98.5 100.6 103.5	- 8.0	5
152-6, 158 161-4, 166 167, 169-71 175, 177-9 180,182,184 186-8, 190 191,193,194 196,198,201 204,207,208 211	5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9 56.9	97.9 100.6 104.6	0.0	6
159	1 2 3 4 5	54.9 52.9 50.7 48.6 46.7	104.6	0.0	6
160,203	5 6 7 8 9 10 11	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
165	3 4 5 6 7 8	44.9 42.9 46.9 48.9 50.9 52.9	97.9 100.6 104.6	0.0	6

TABLE 3 (CONTINUED)

INDEX TO RAKE POSITIONS

RUN NUMBER	TEST	WATER	MODEL STATION	BUTT LINE	LOCATION FIGURE
168, 183	4 5 6 7 8 9	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
172	3 4 6 7 8 9 10	42.9 44.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 " 100.6 104.6	0.0	6
173,174,176 185,195,197 199,200,205 210	2	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6	0.0	6
181	2 3 4 5 6 7 9 10 11 12 13	42.9 44.9 46.9 48.9 50.9 52.9 54.9	97.9 100.6 104.6 "	0.0	6

TABLE 3 (CONTINUED) INDEX TO RAKE POSITIONS

RUN NUMBER	TEST POINT	WATER	MODEL STATION	BUTT	LOCATION FIGURE
189	29 30 31 32 33 34 35 36 37 38 39	42.9 44.9 46.9 48.9 50.9 50.9 52.9 54.9	97.9 100.6 " 104.6 100.6 104.6	0.0	6
202	3 4 5 6 7	43.4 44.9 46.9 48.9 50.9	97.9 100.6 104.6	0.0	6

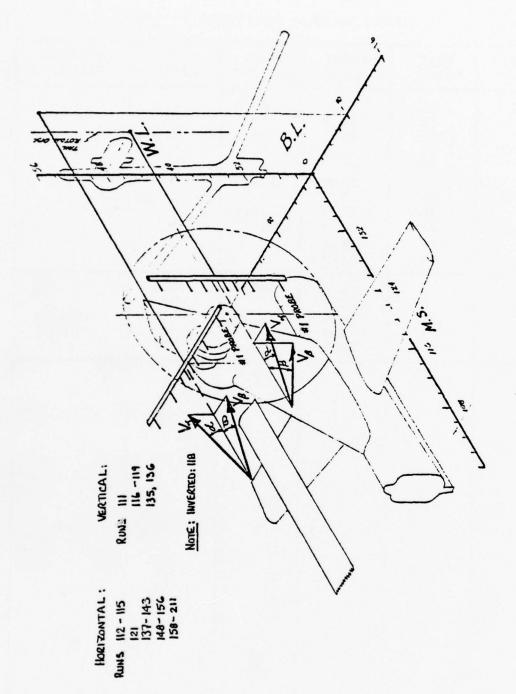
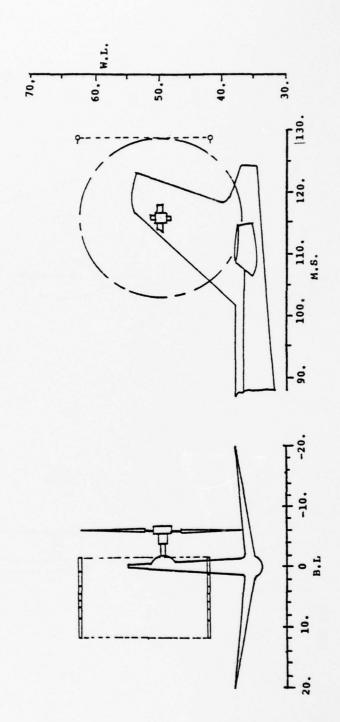


FIGURE 1 - RAKE ORIENTATION DIAGRAM





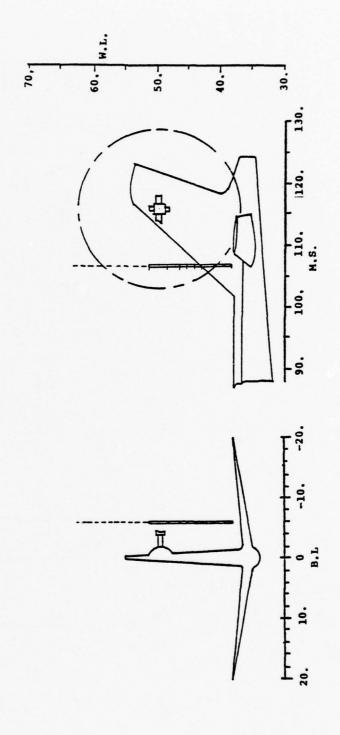


FIGURE 3 -HOT FILM RAKE LOCATIONS

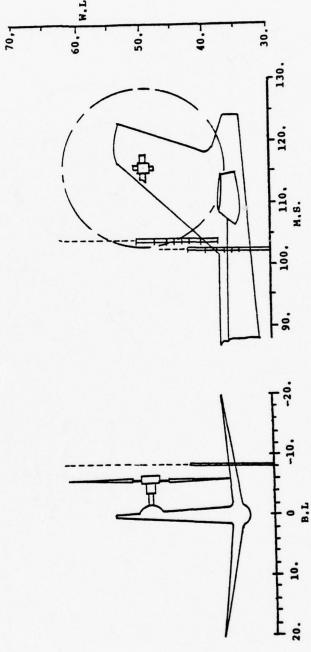


FIGURE 4 -HOT FILM RAKE LOCATIONS

RUN 137, 138, 139, 140, 141, 142, 143, 148, 149, 150, 151

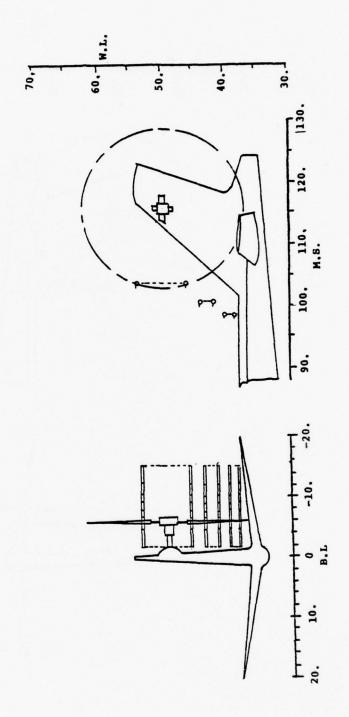
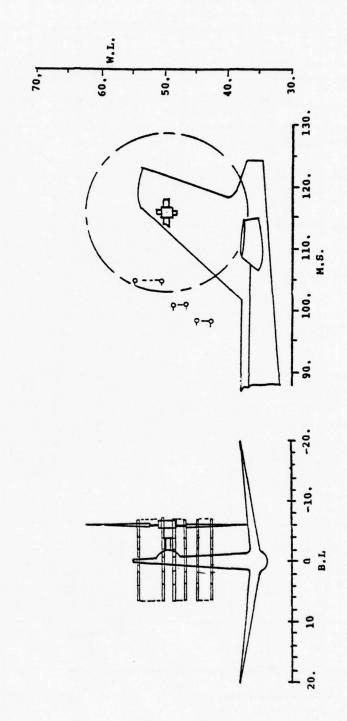


FIGURE 5 -HOT FILM RAKE LOCATIONS



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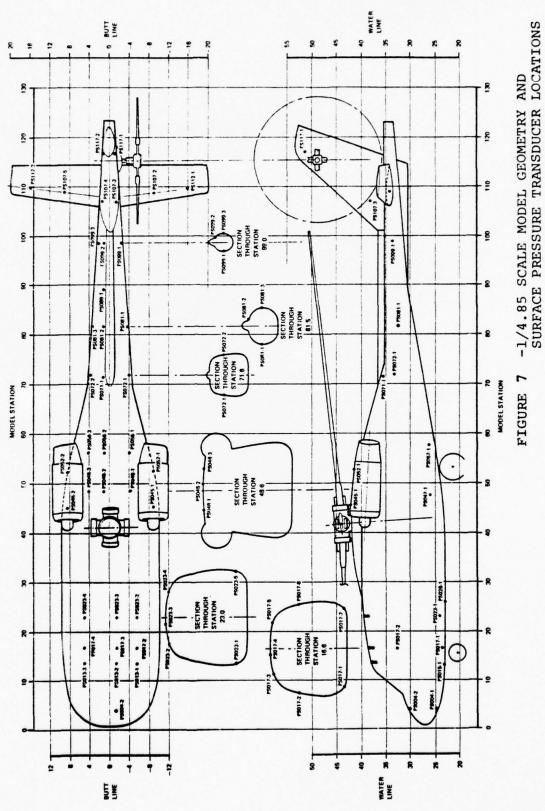
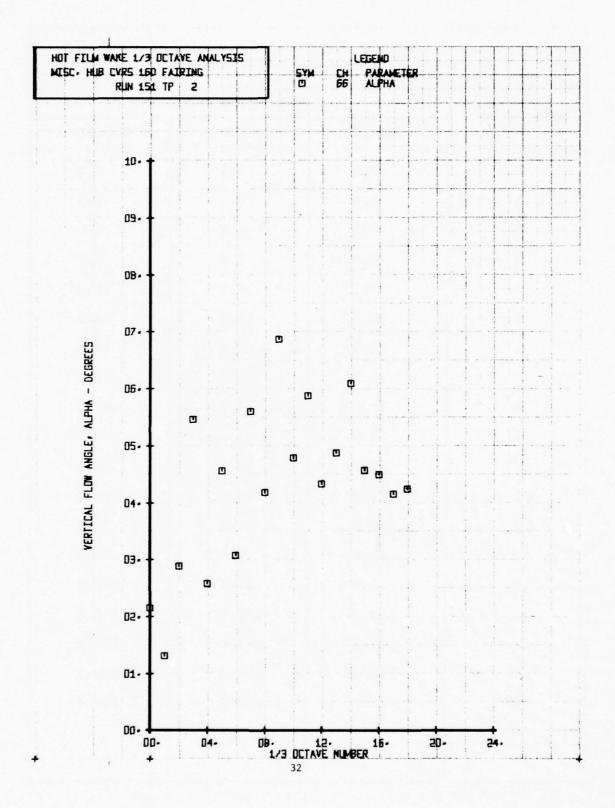
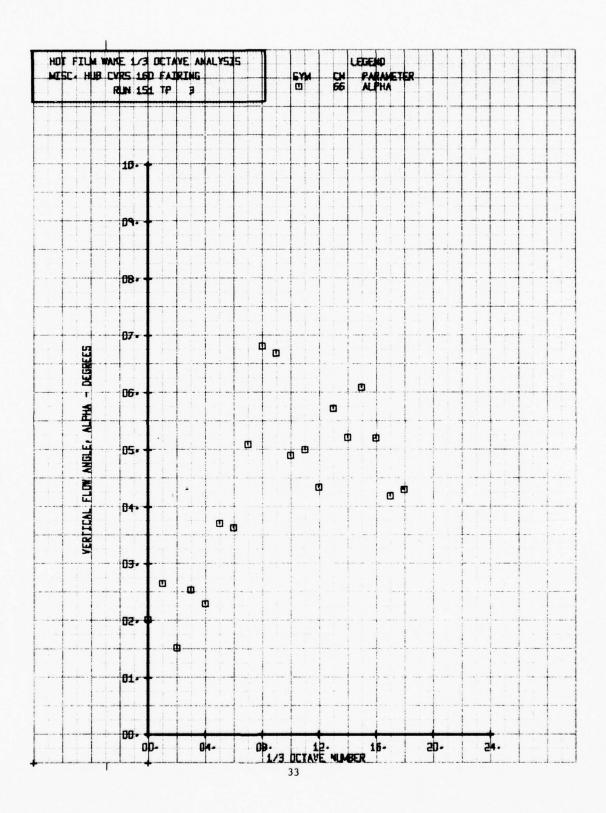
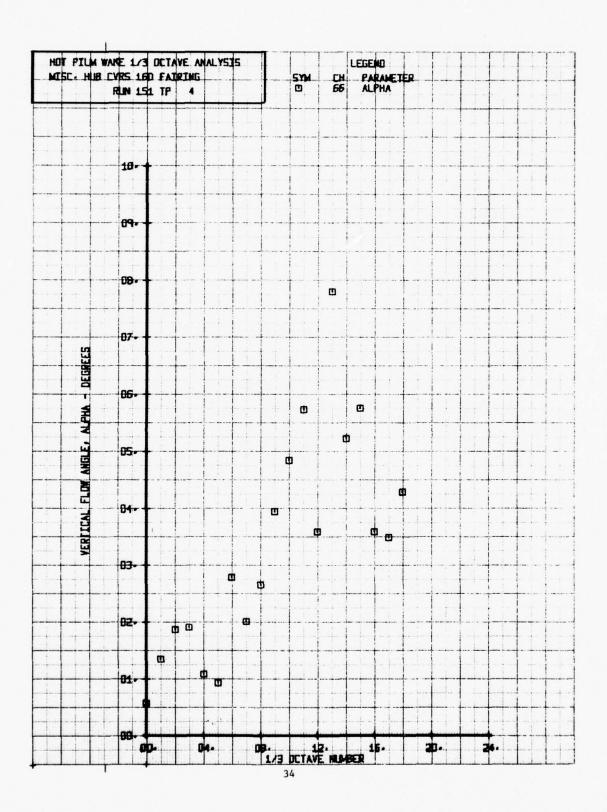


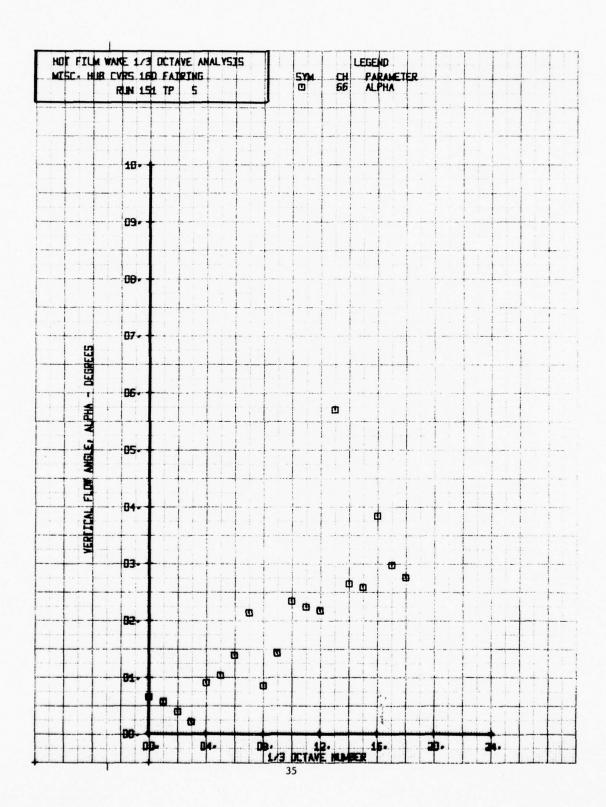
TABLE 4
1/3 OCTAVE BAND IDENTIFICATION

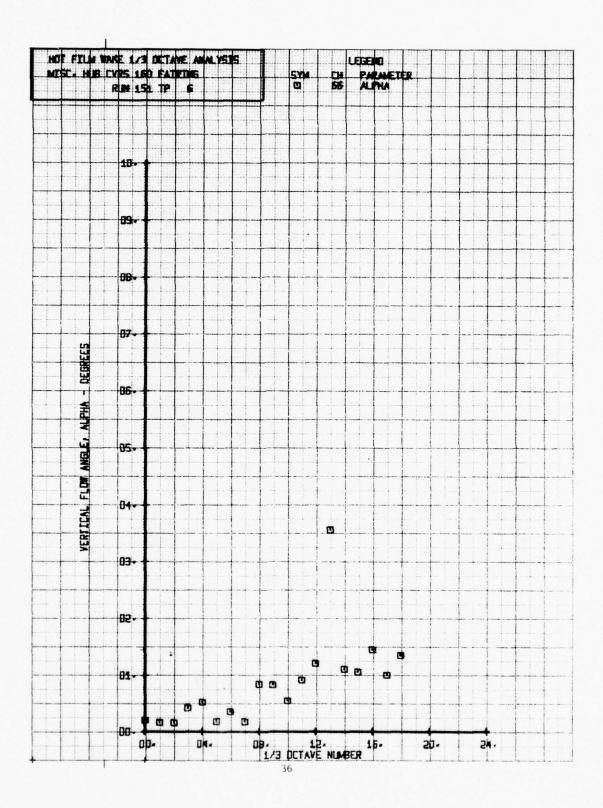
MINIMUM 3.5 4.4 5.5 7.0 8.7	CENTER 3.4 4.9 6.2 7.8	MAXIMUM 4.4 5.5 7.0
4.4 5.5 7.0	4.9 6.2	5.5
5.5 7.0	6,2	
7.0		7.0
	7.8	
8.7		8.7
	9.8	11.0
11.0	12,4	13.9
13.4	15,6	17.5
17.5	19.7	22,1
22.1	24.8	27.8
27.8	31.25	35,1
35.1	39.4	44.2
44.2	49.6	55.7
55.7	62.5	70.2
70.2	78.7	88.9
88.9	99.2	111.4
111.4	125.0	140.3
140.3	157.5	176.8
176.8	198.4	222.7
222.7	250.0	280.6
	17.5 22.1 27.8 35.1 44.2 55.7 70.2 88.9 111.4 140.3 176.8	17.5 19.7 22.1 24.8 27.8 31.25 35.1 39.4 44.2 49.6 55.7 62.5 70.2 78.7 88.9 99.2 111.4 125.0 140.3 157.5 176.8 198.4

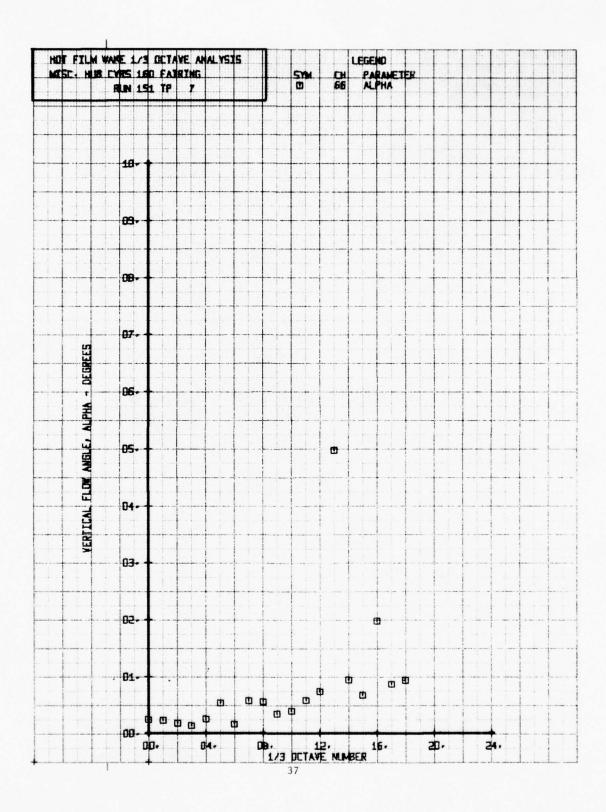


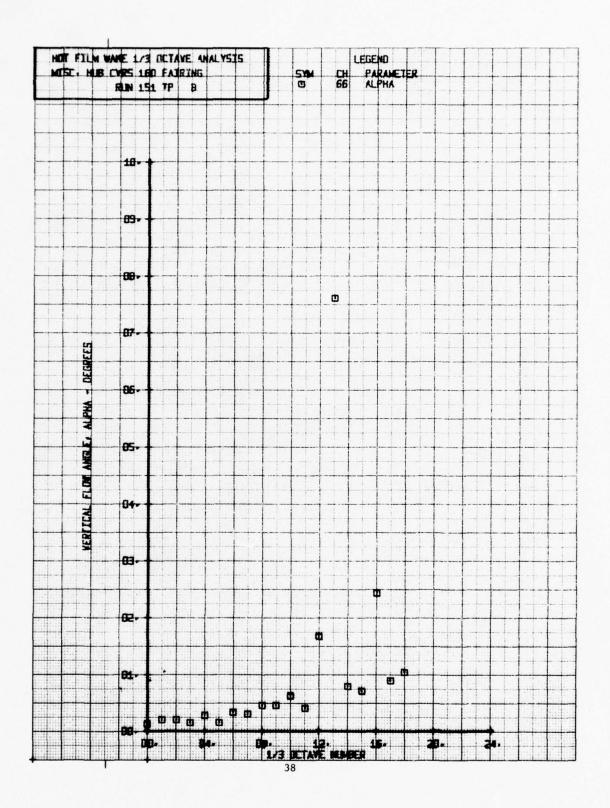


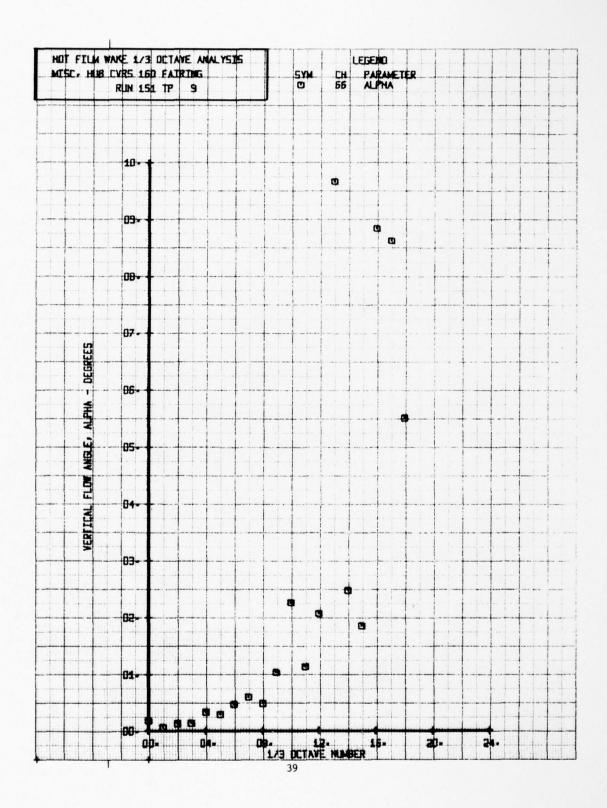


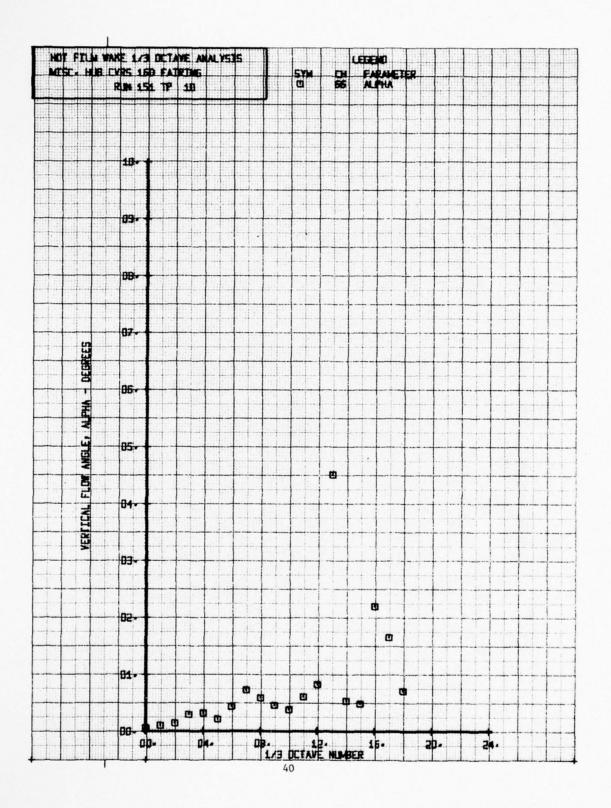


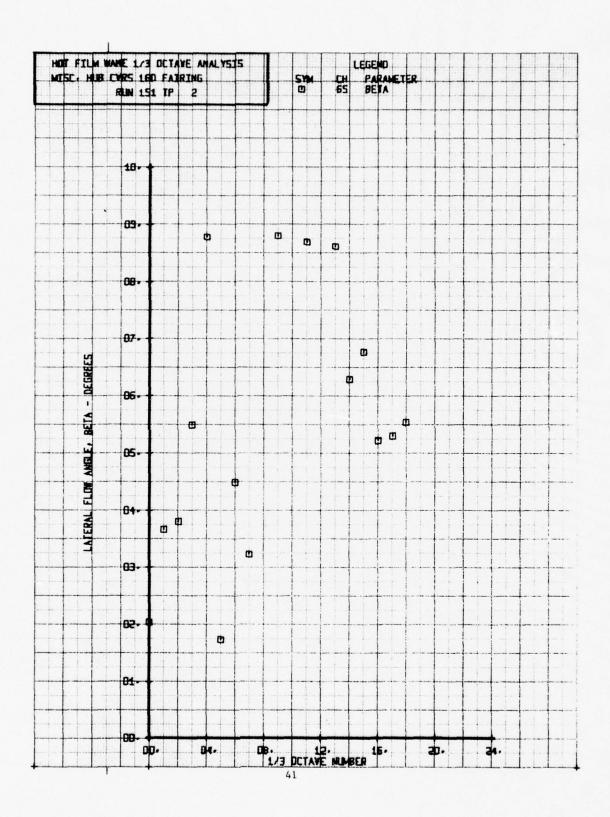


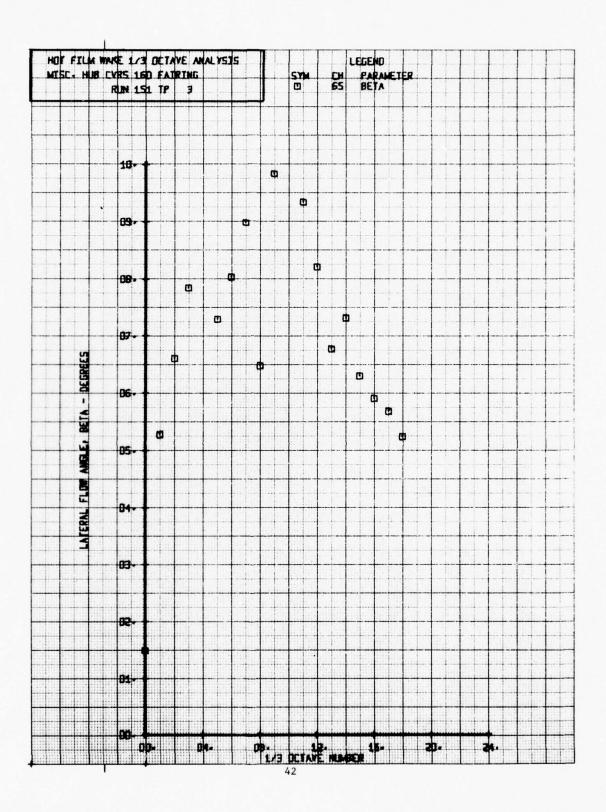


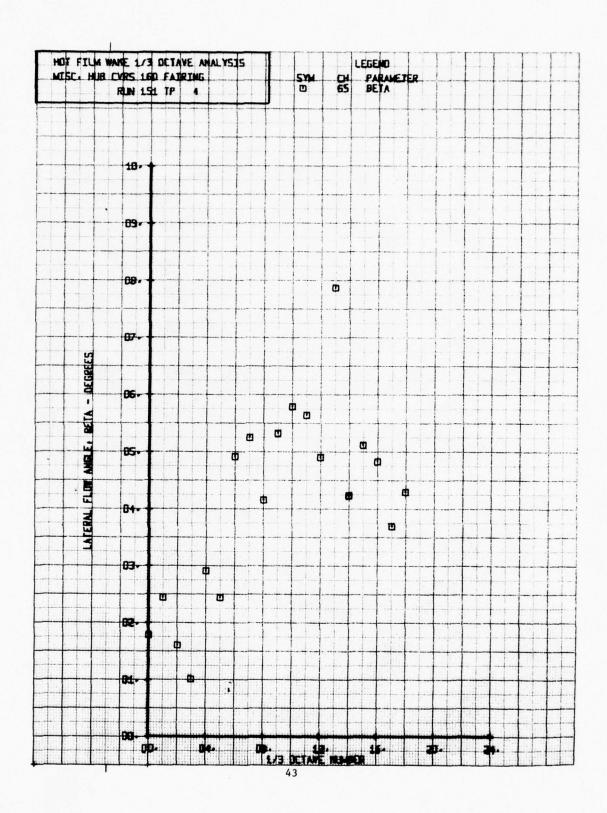


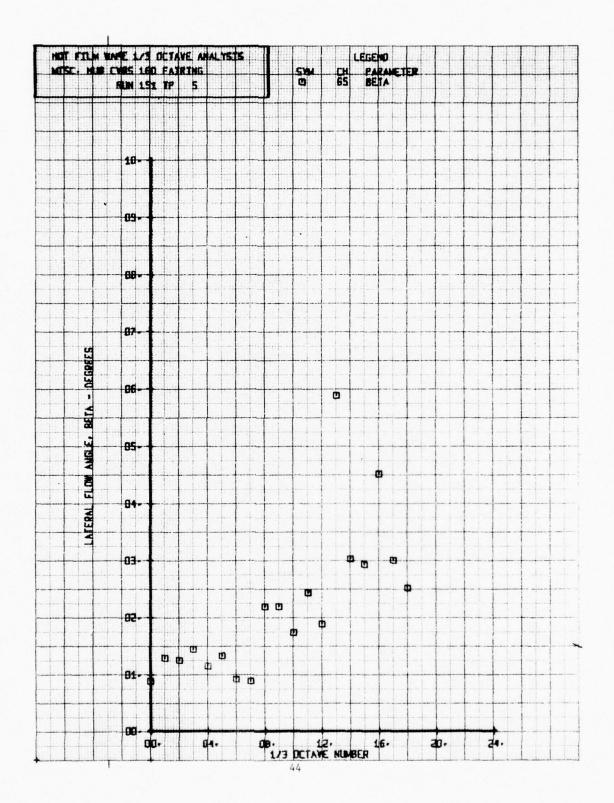


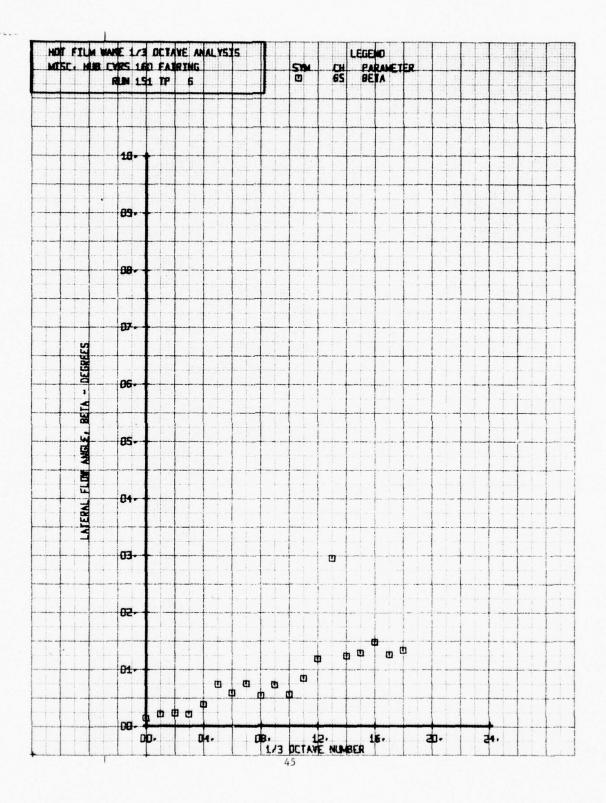


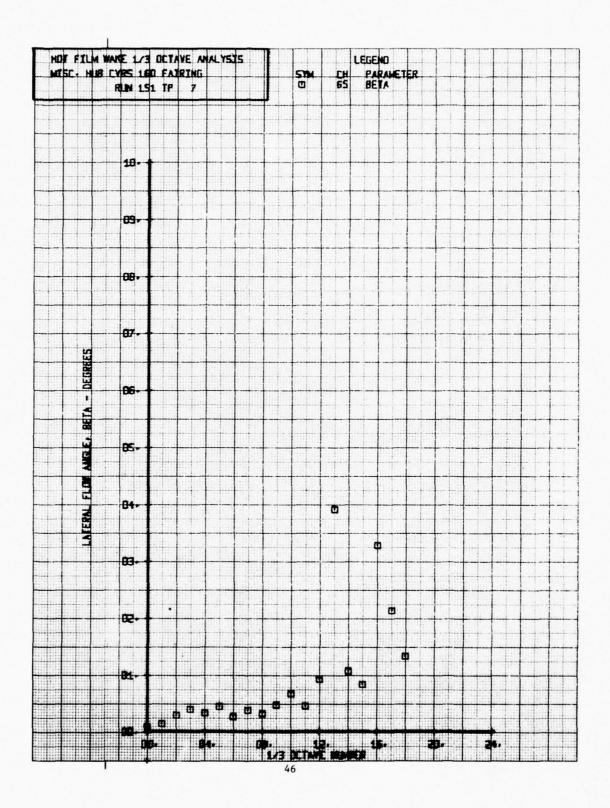


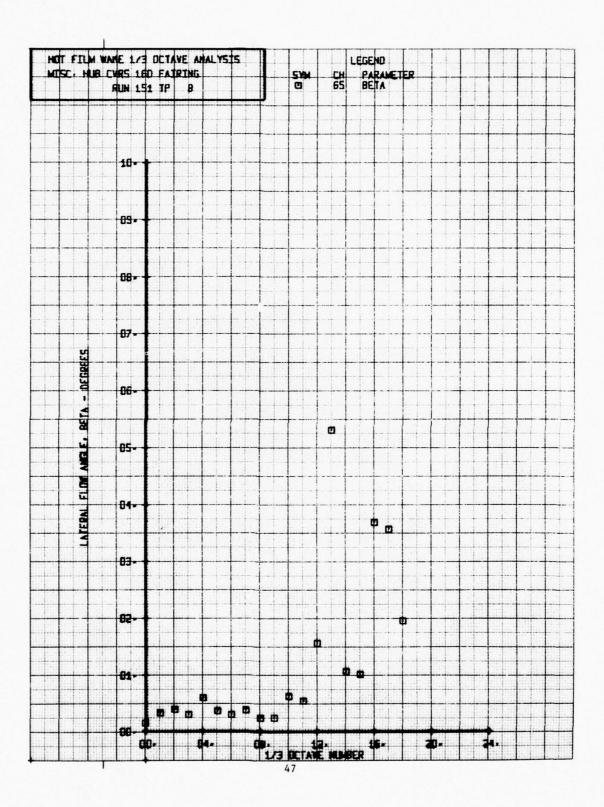


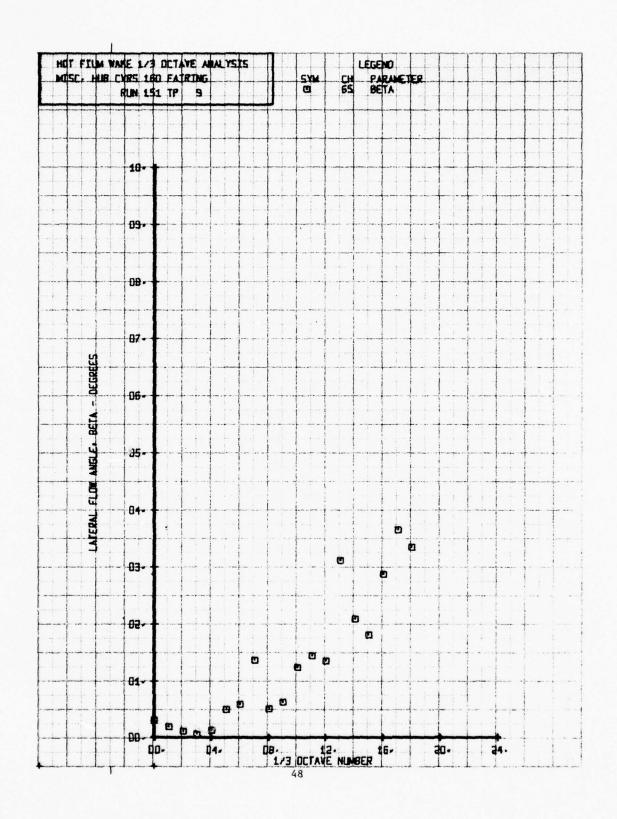


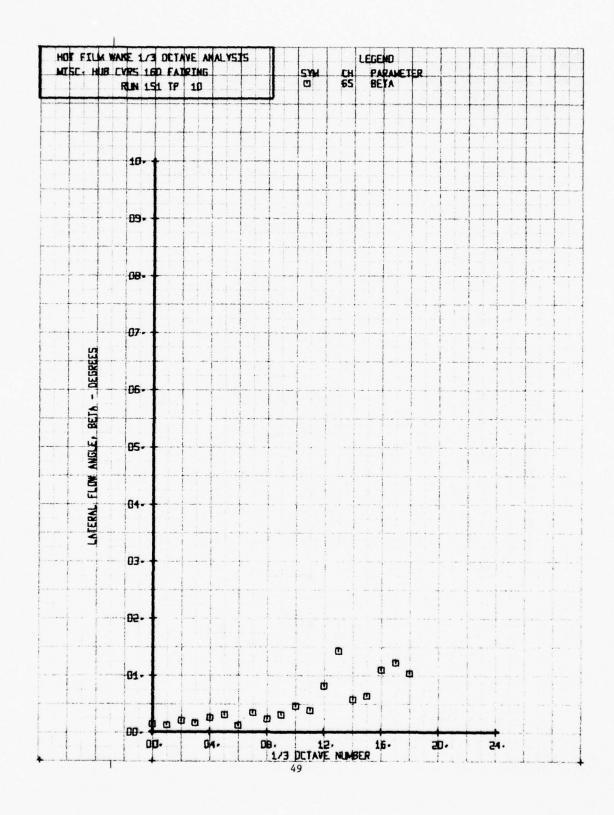


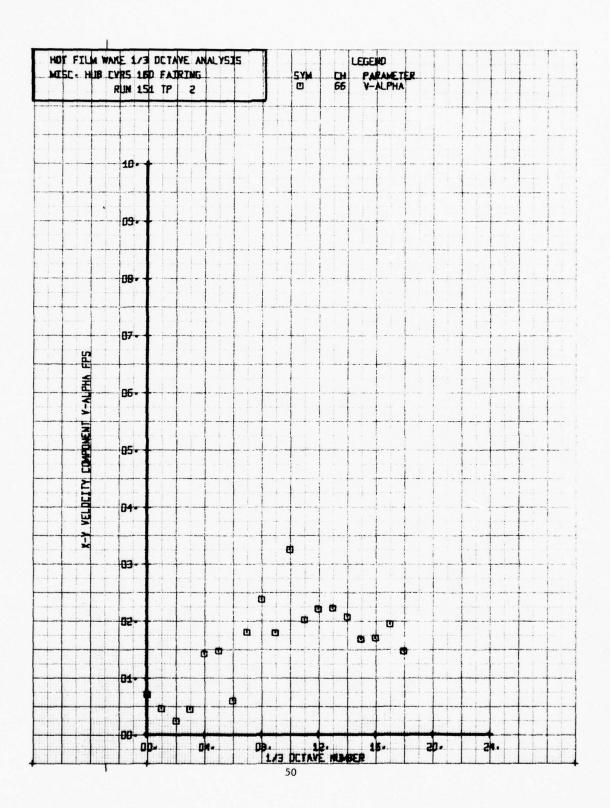


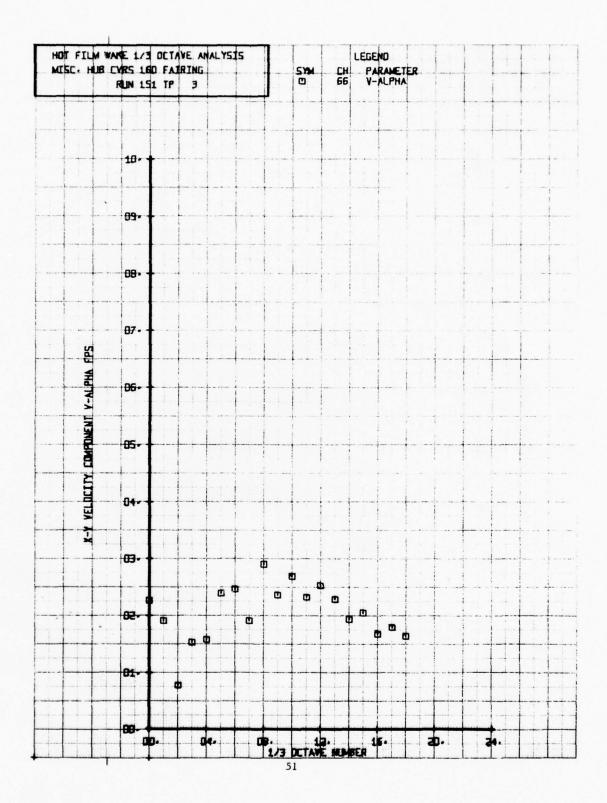


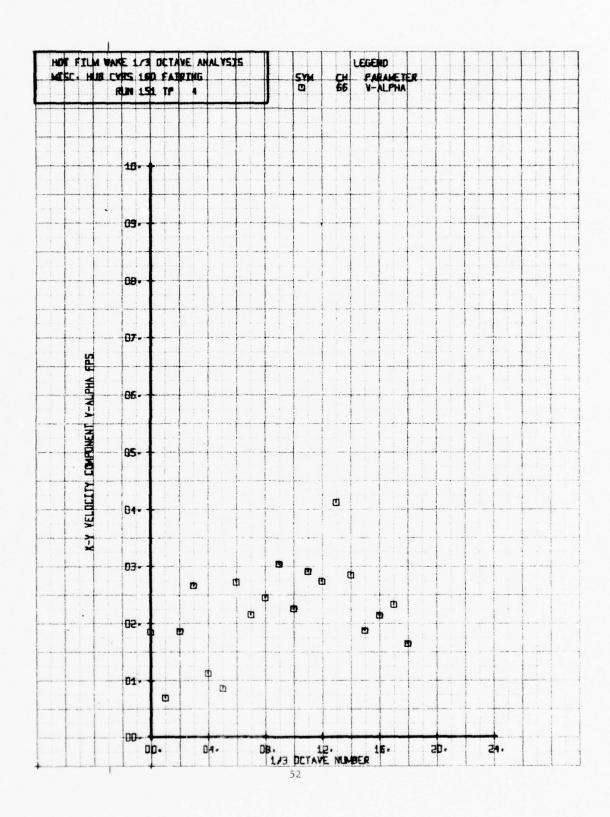




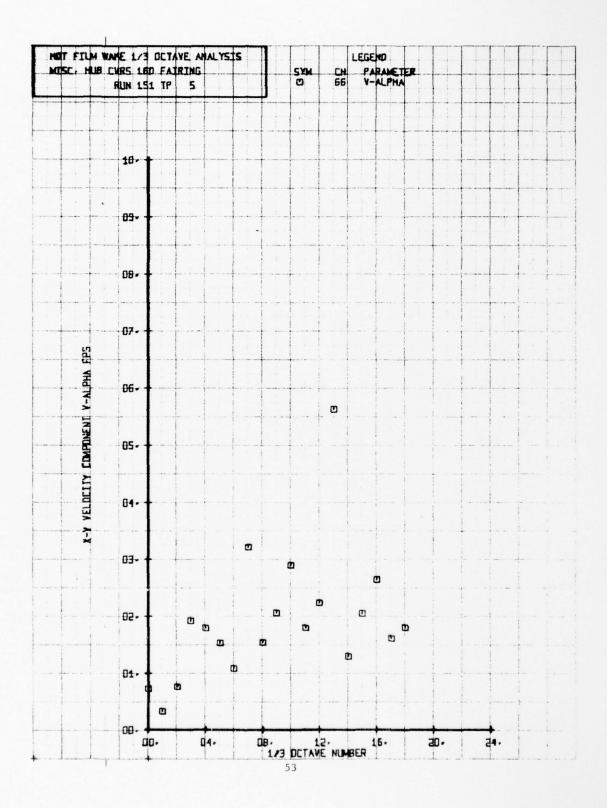


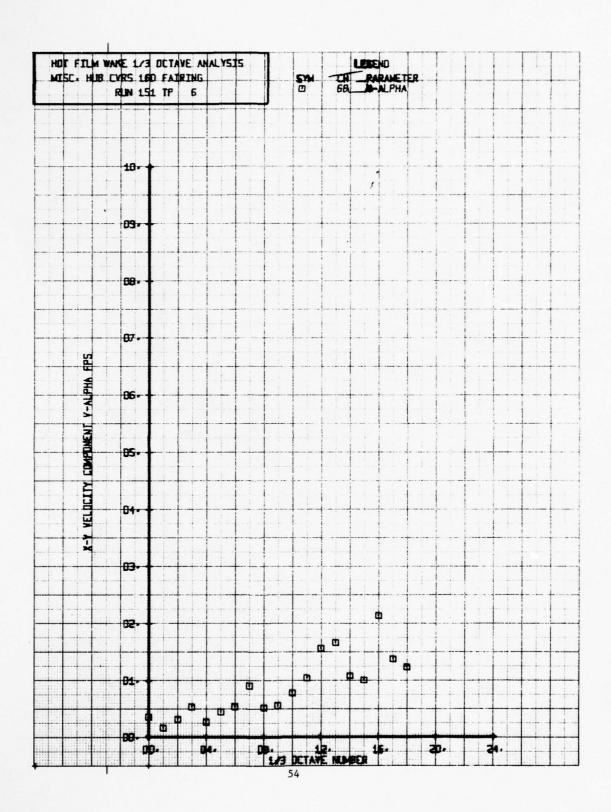


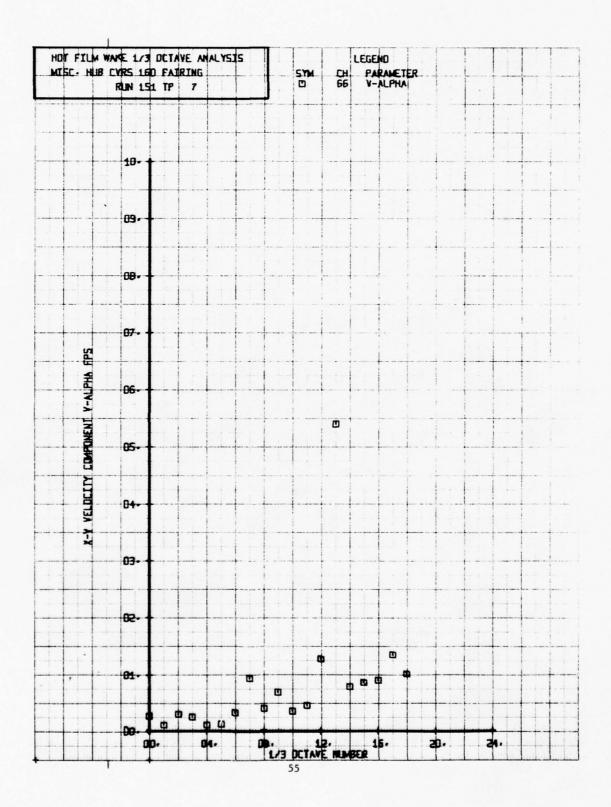


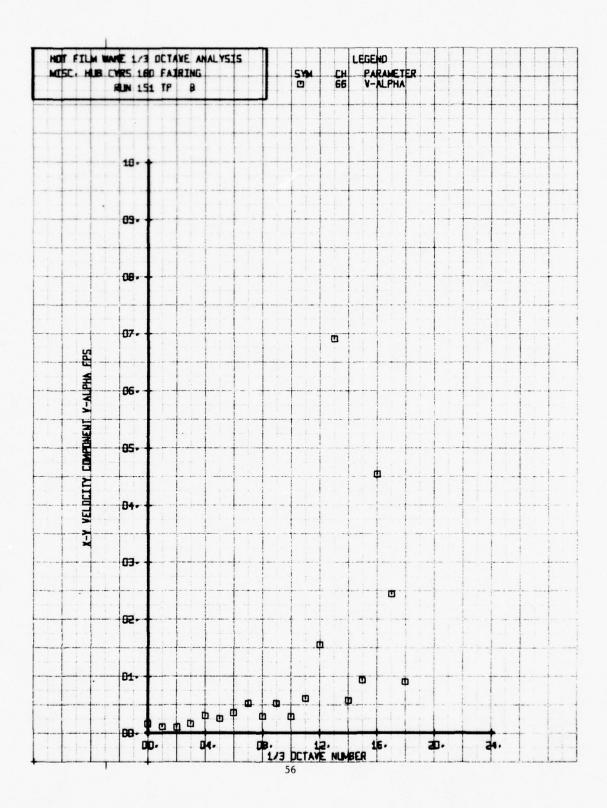


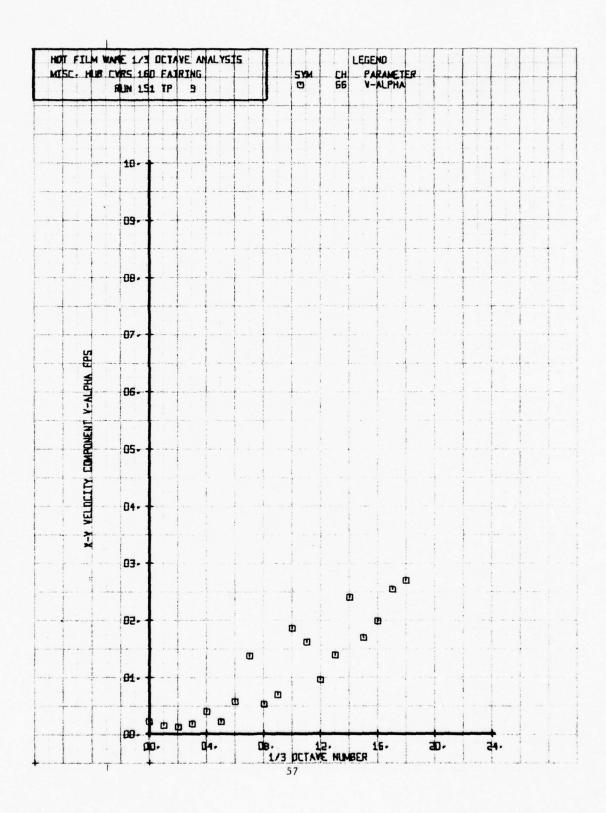
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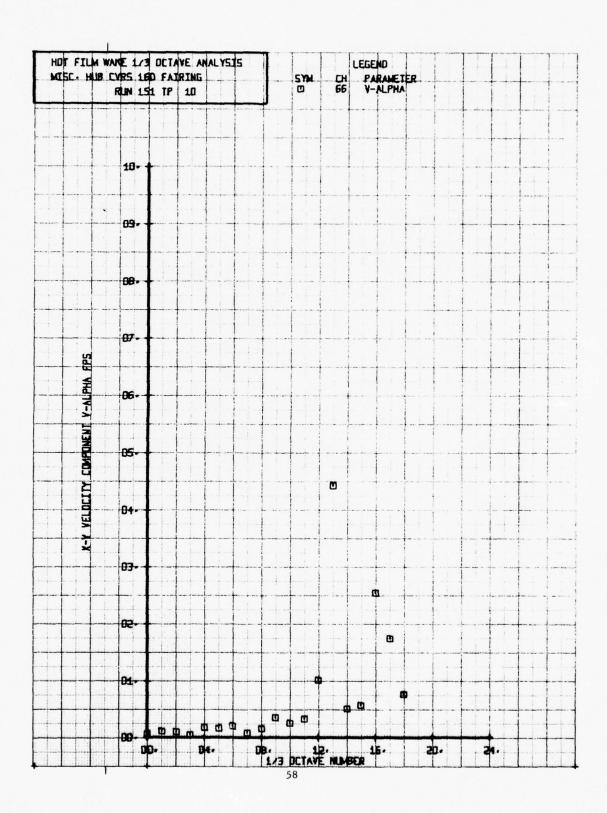


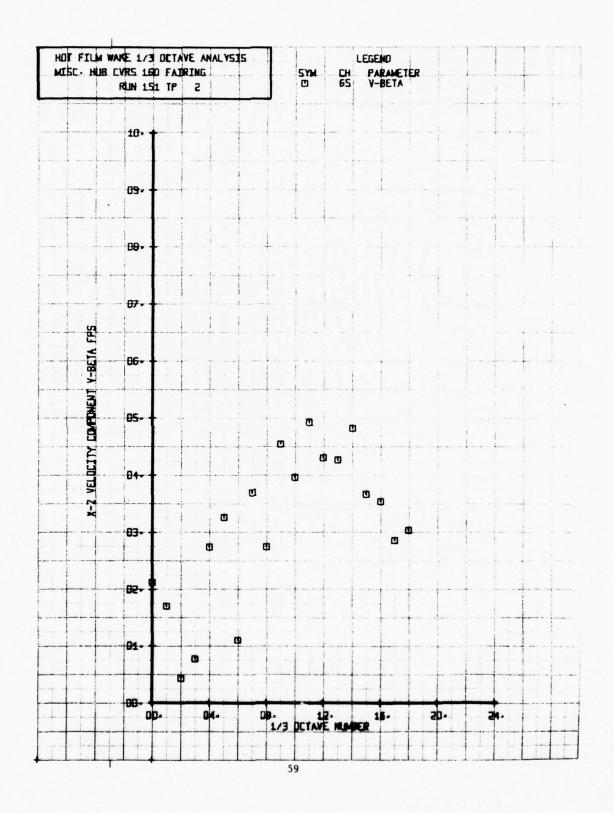


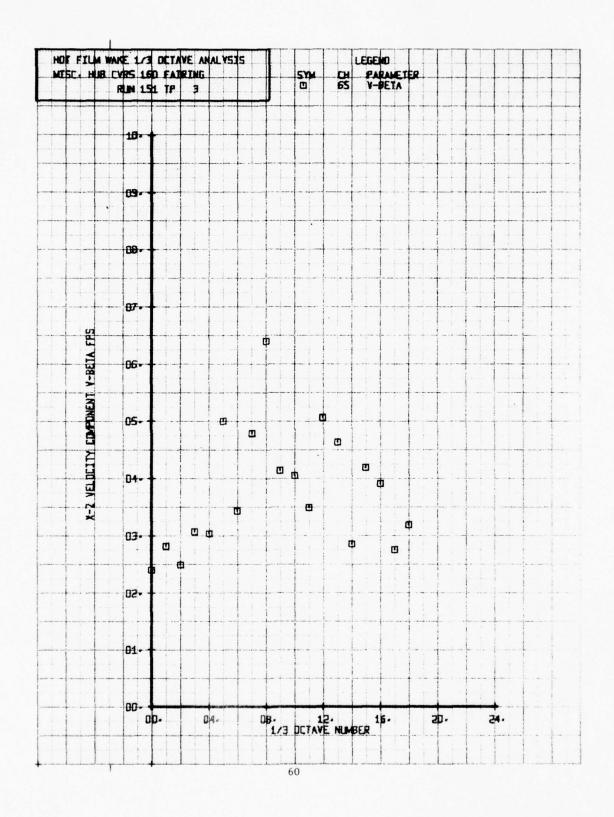


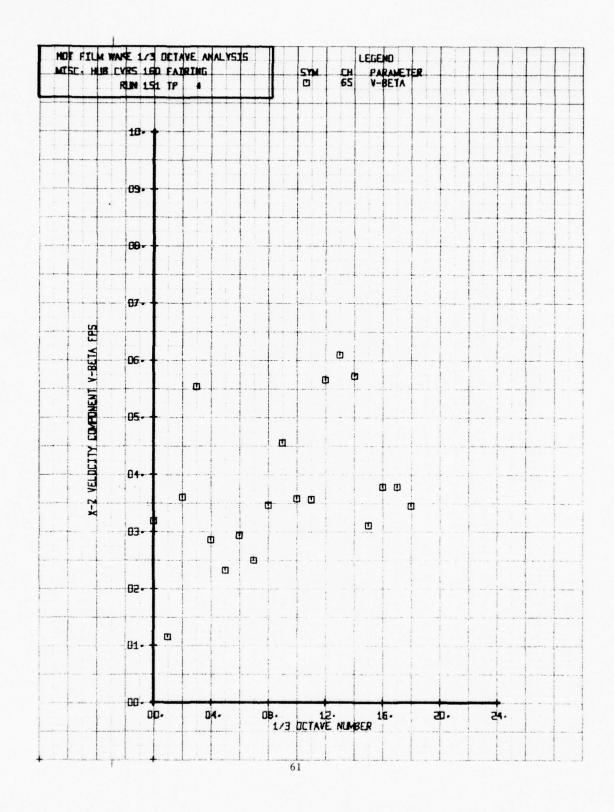


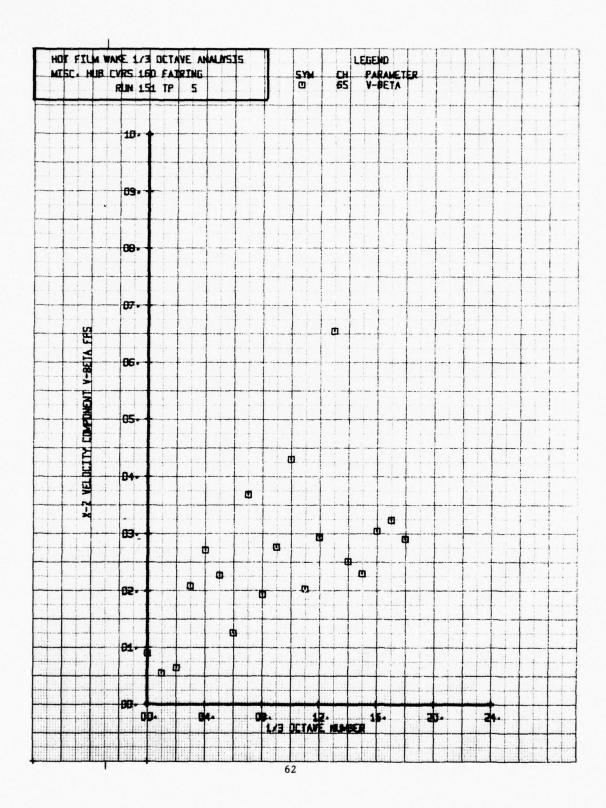


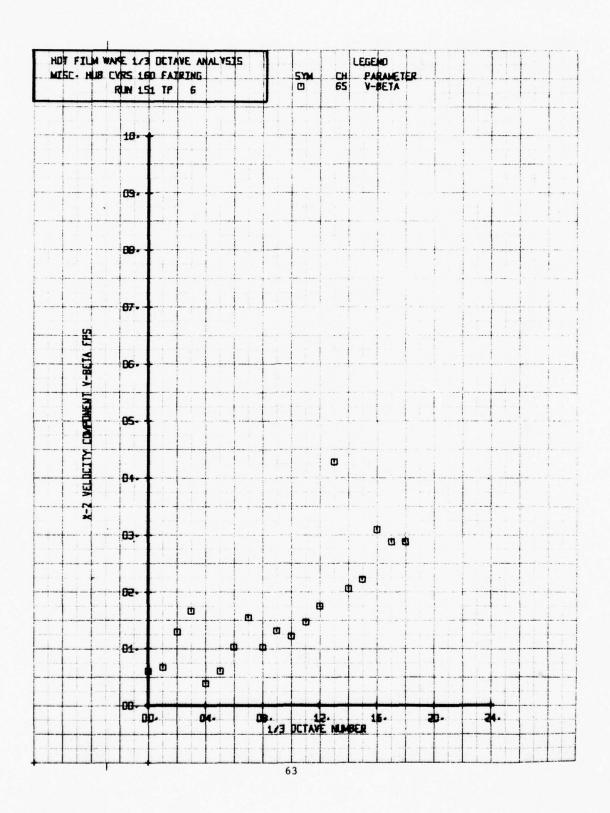


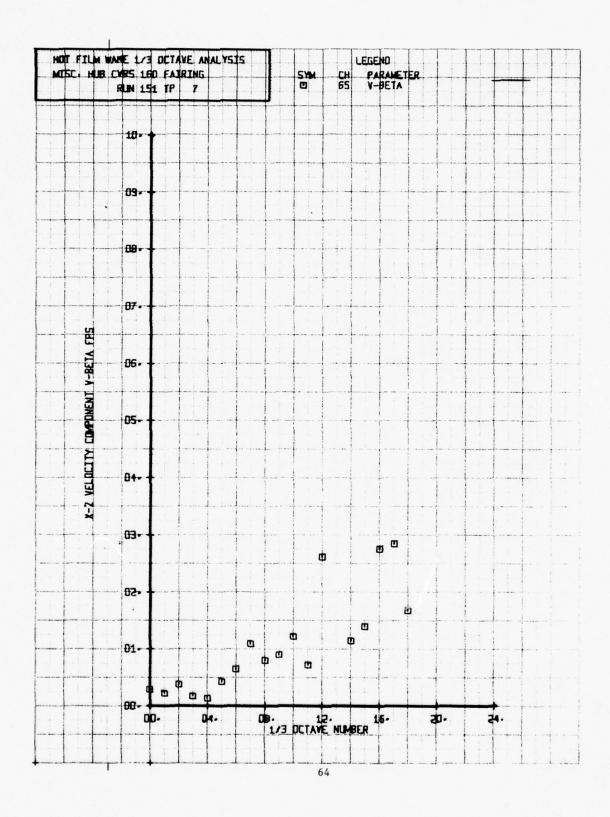


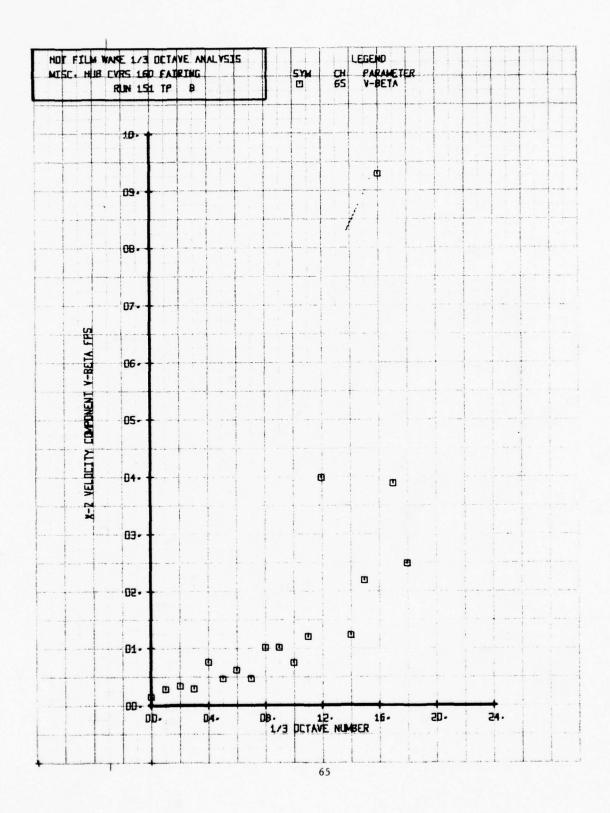


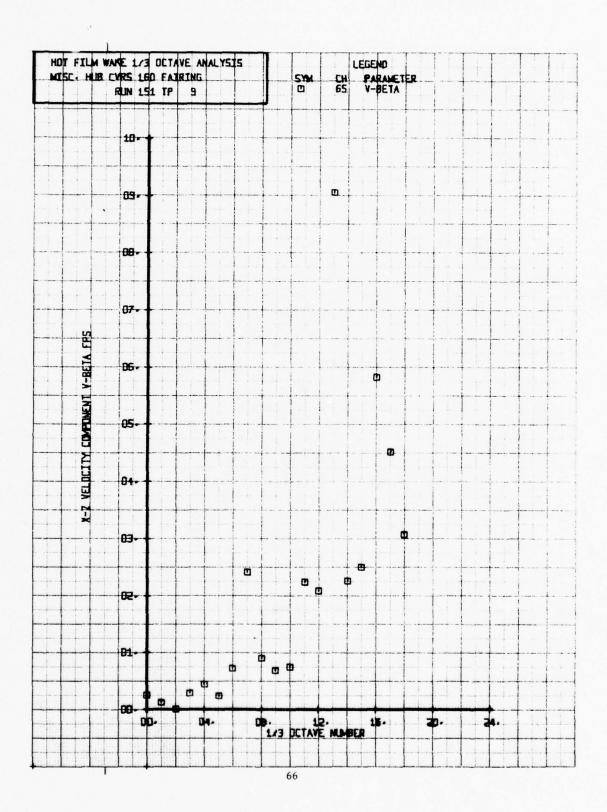


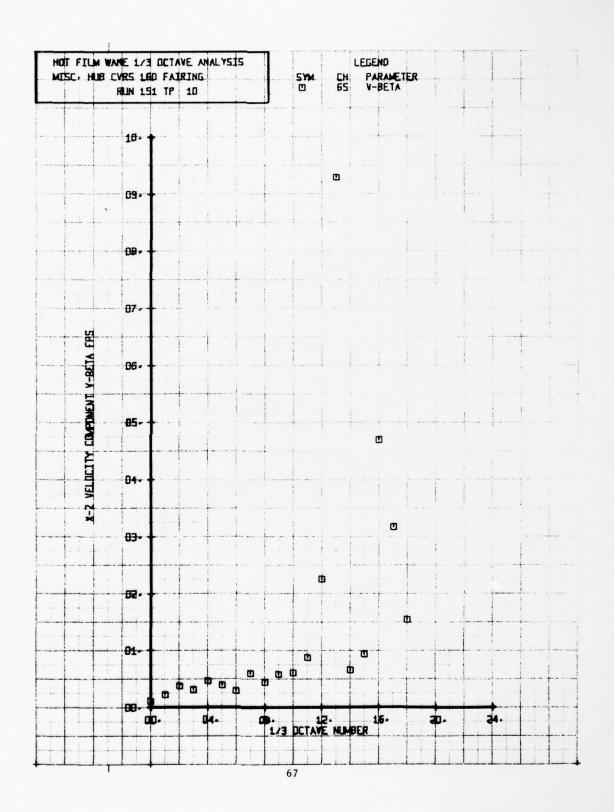


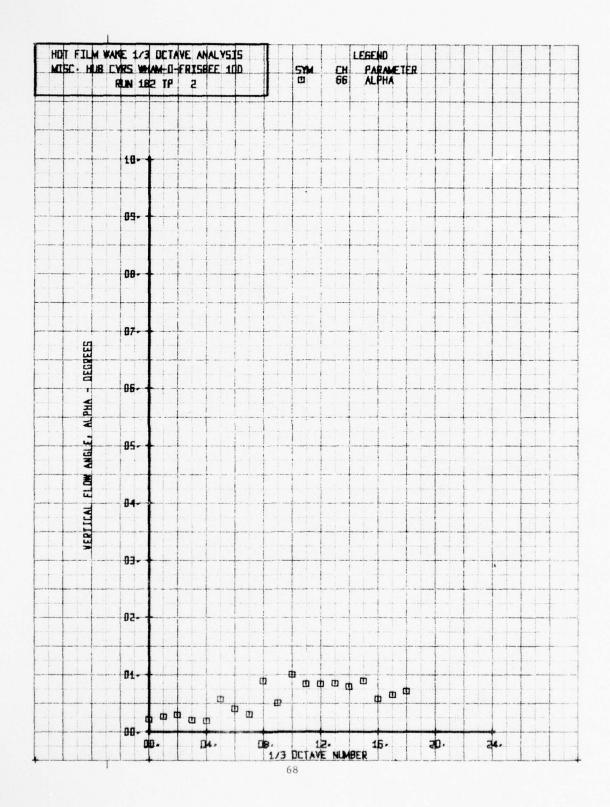


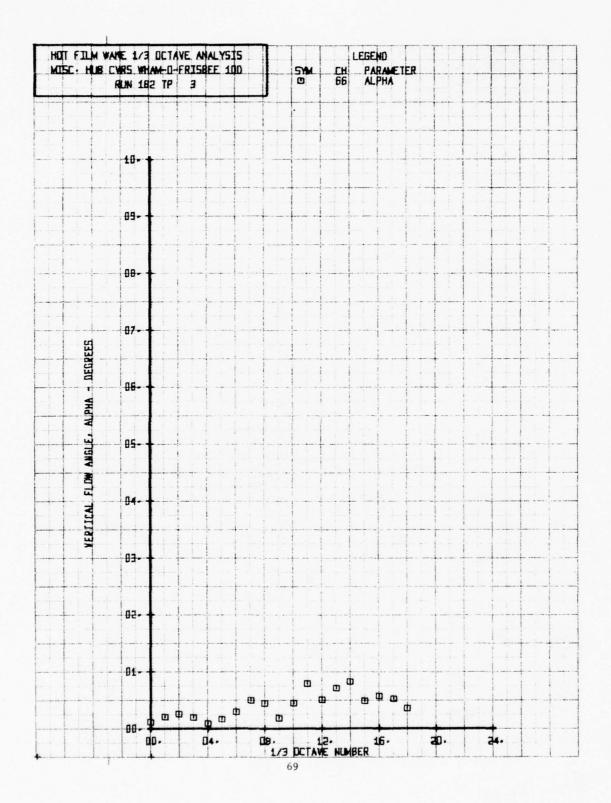


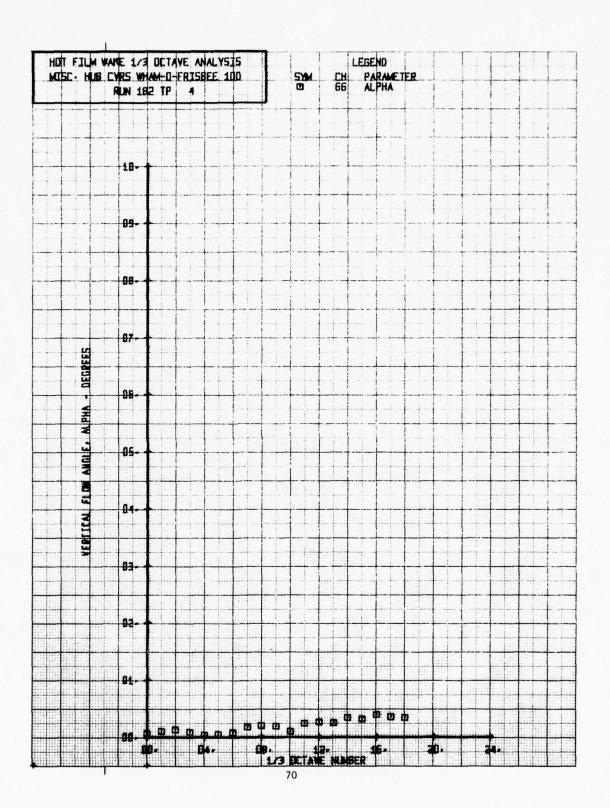


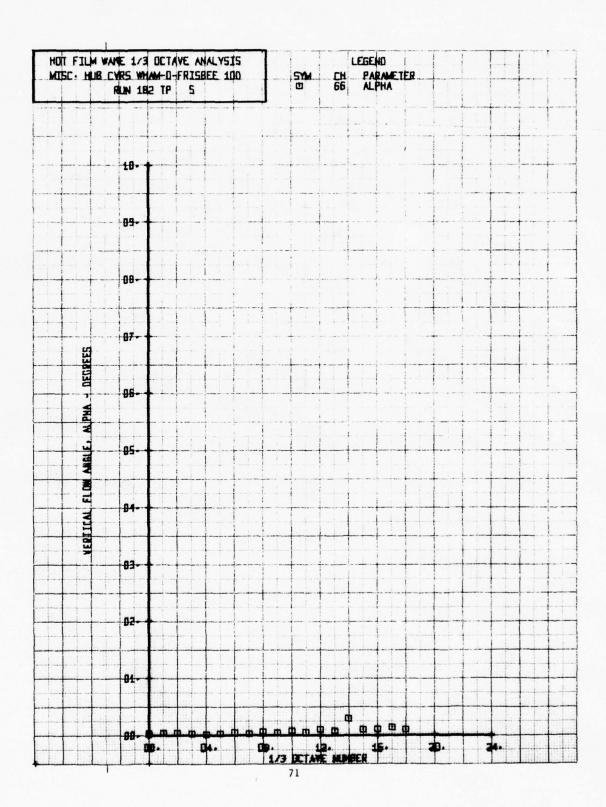


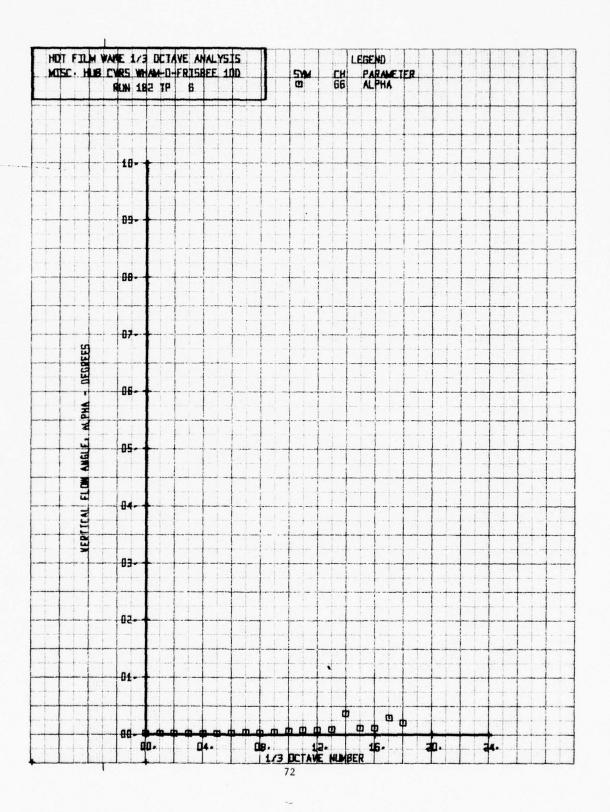


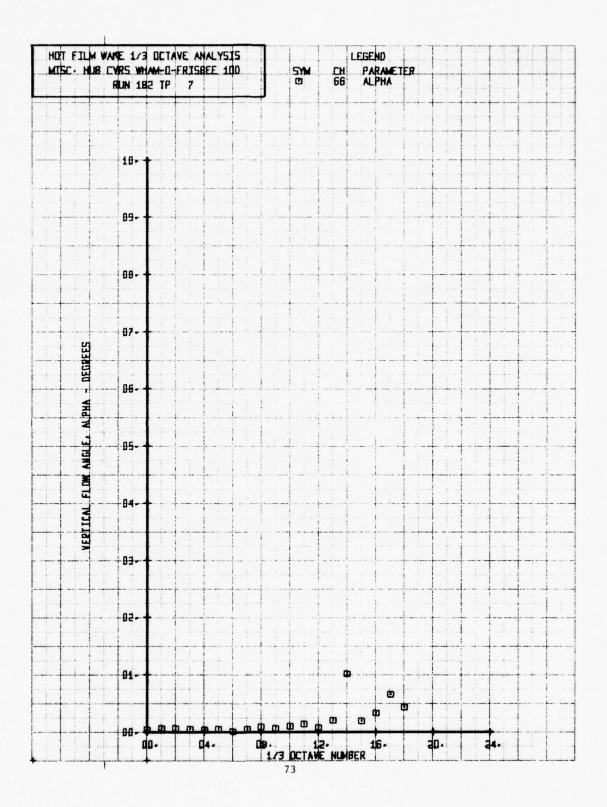


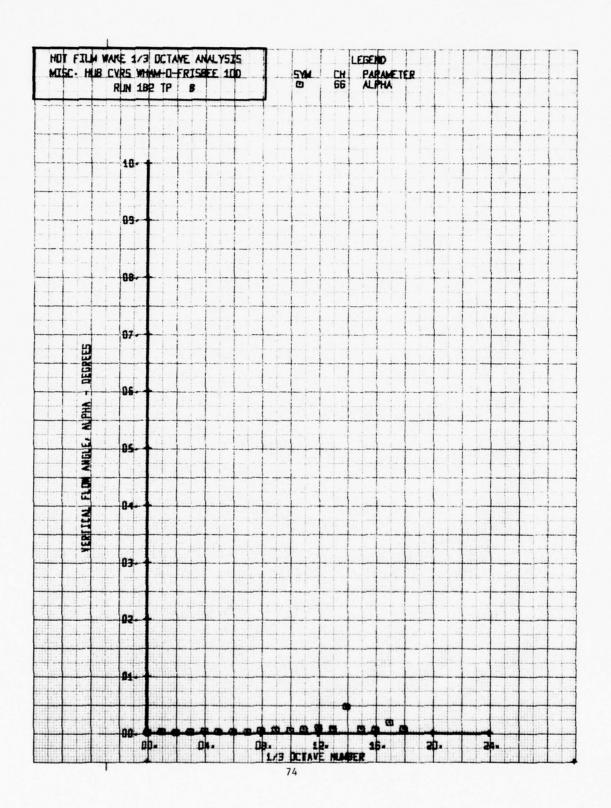


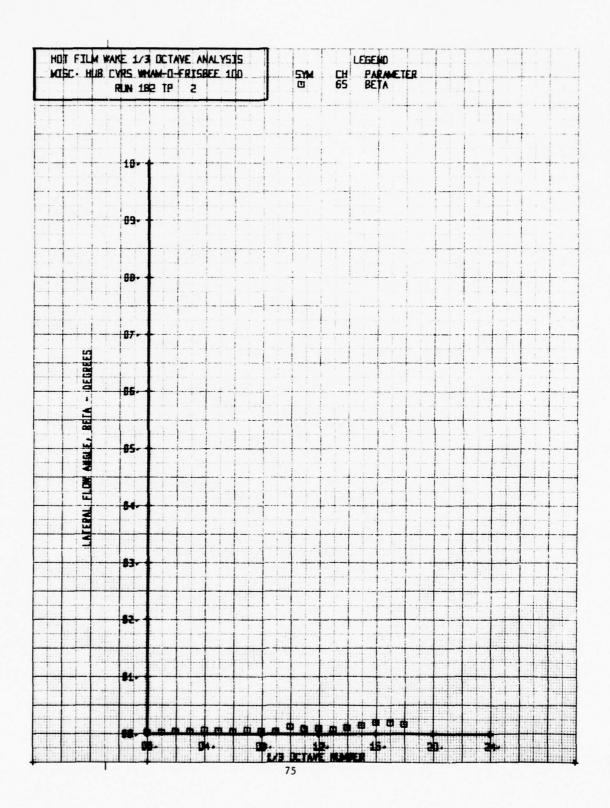


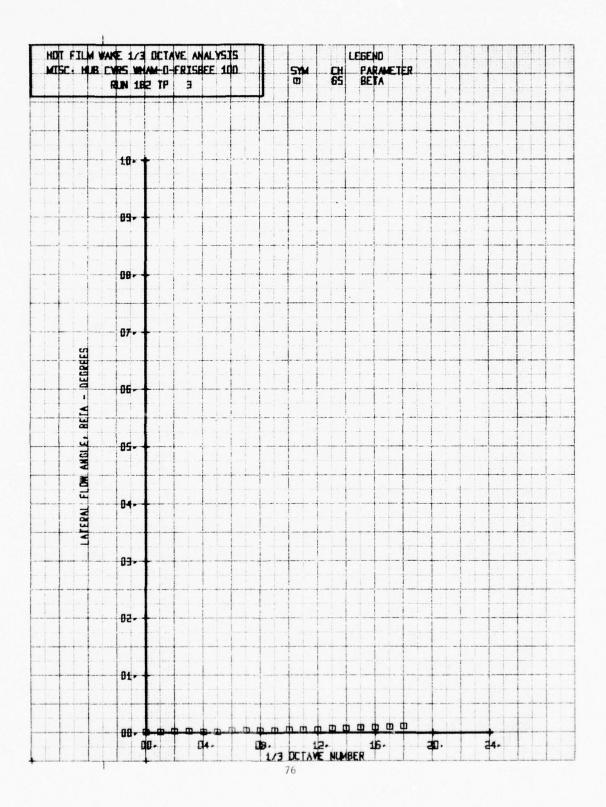


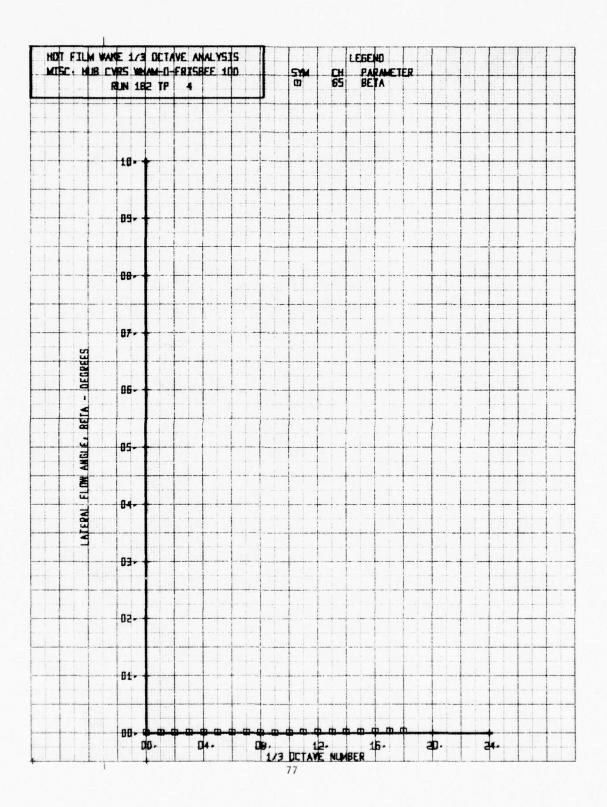


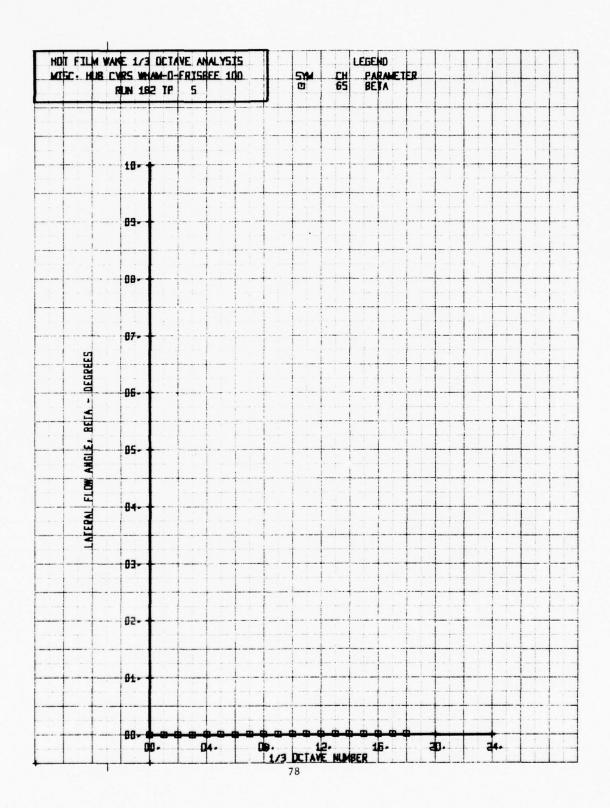


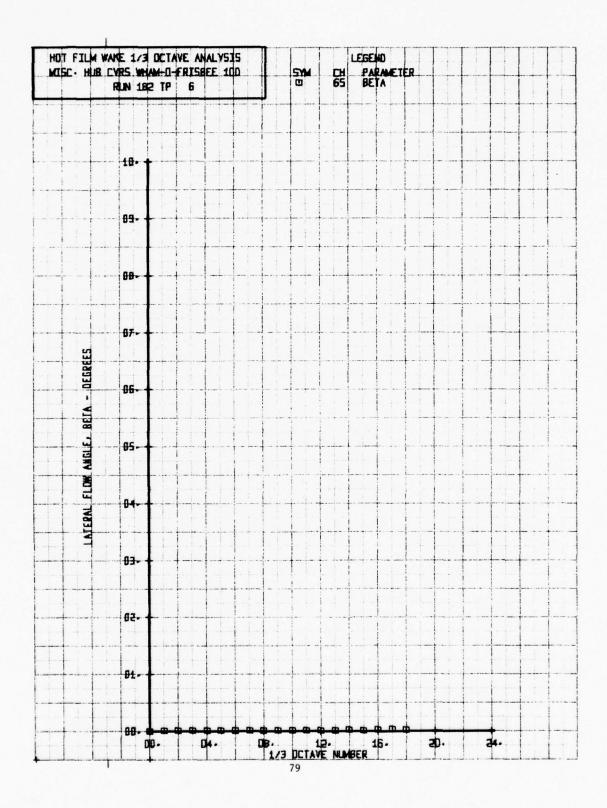


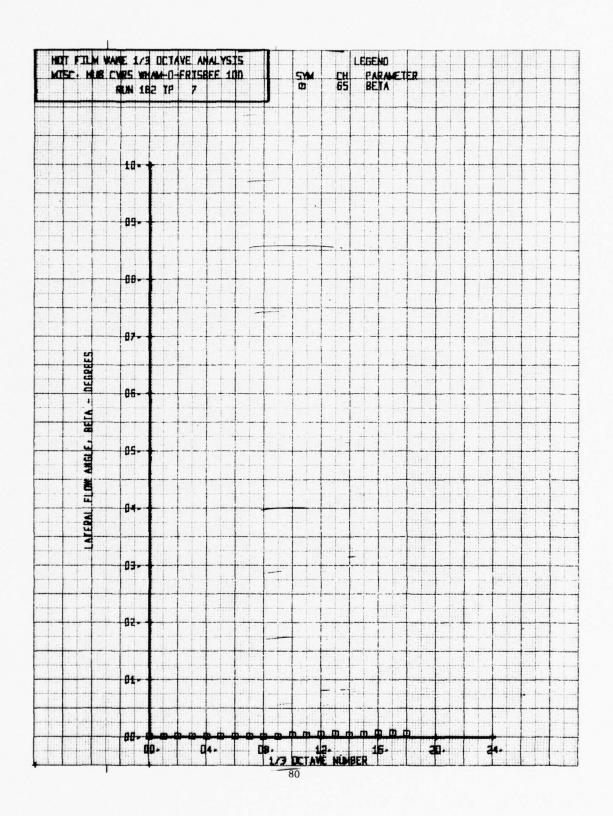


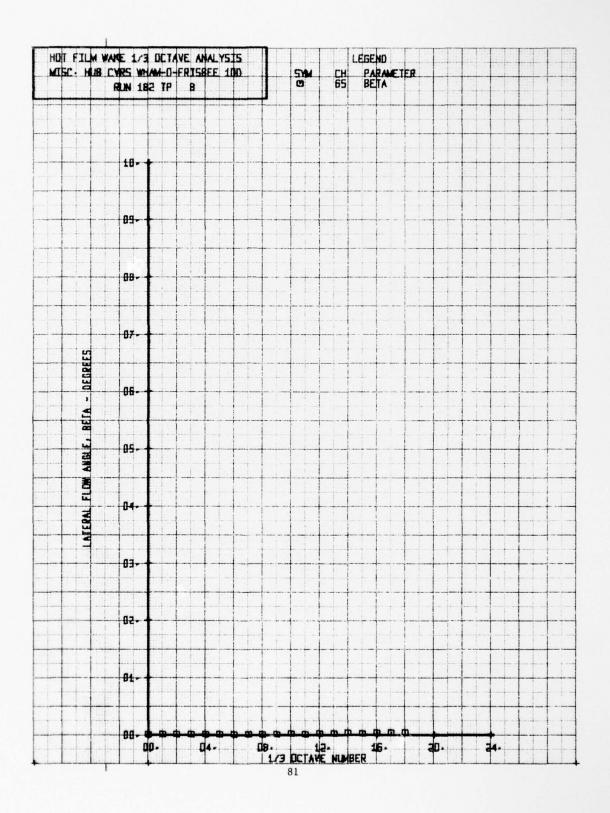


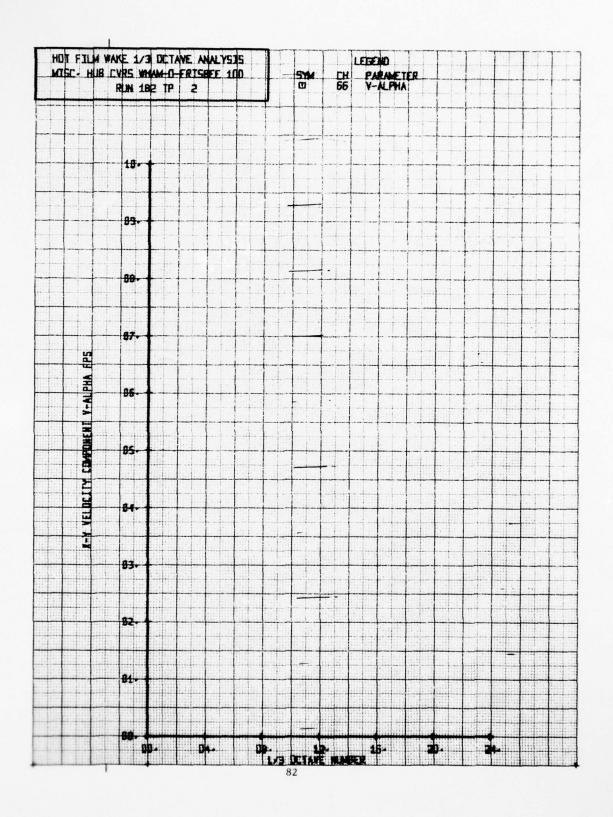


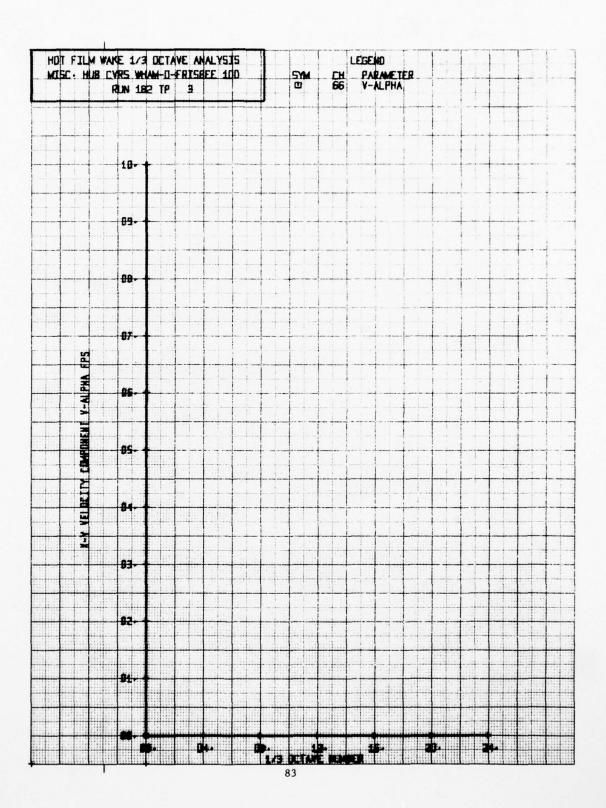


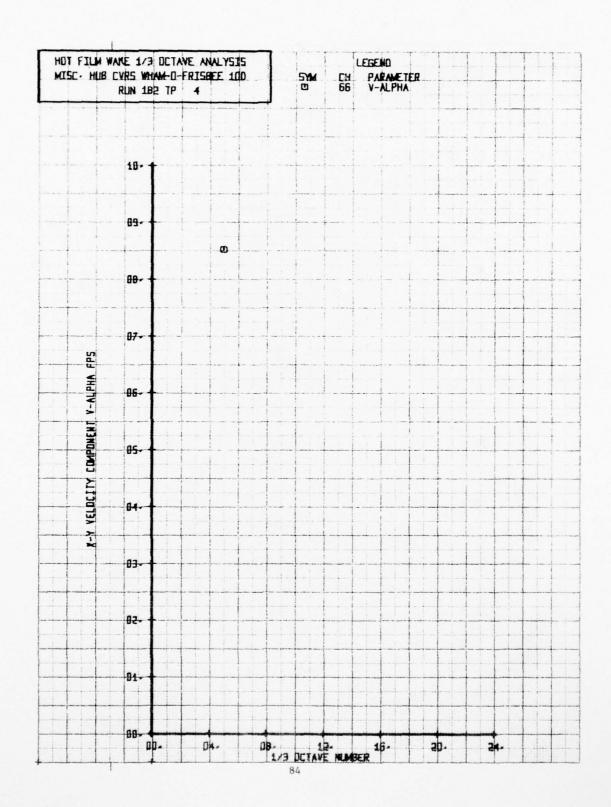


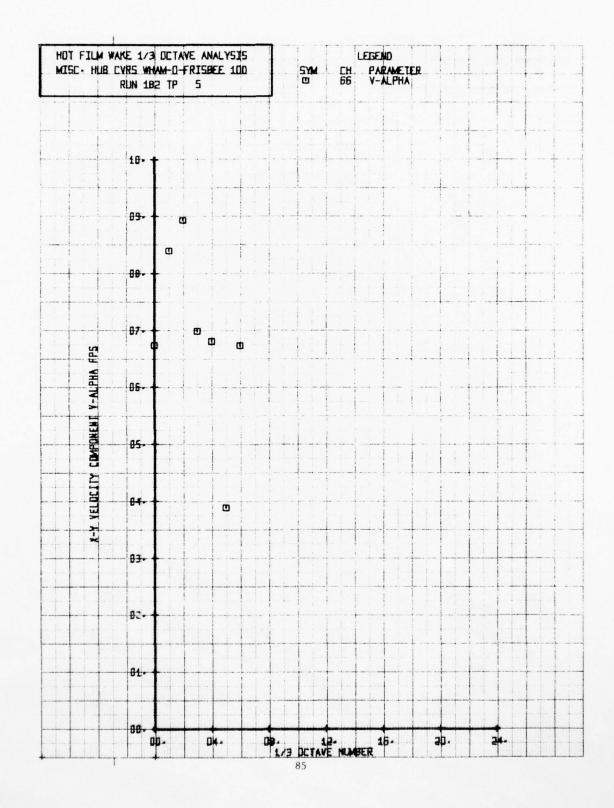


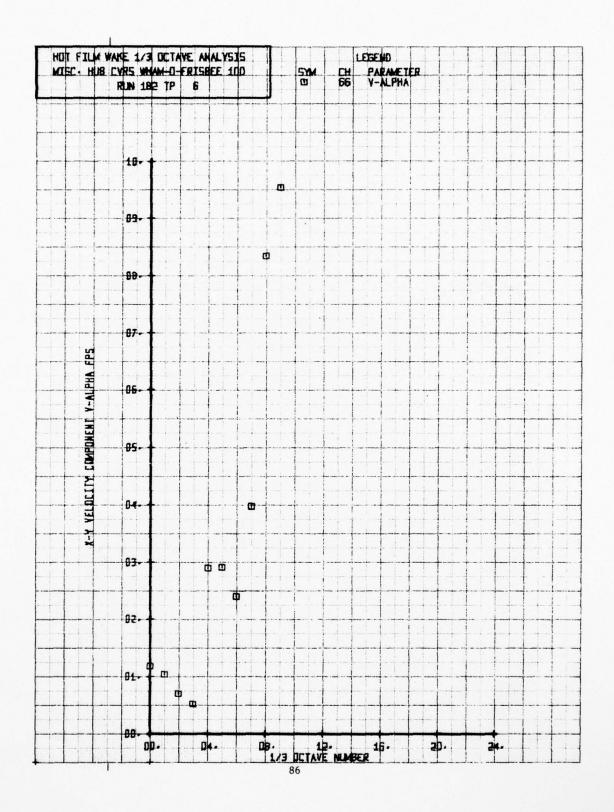


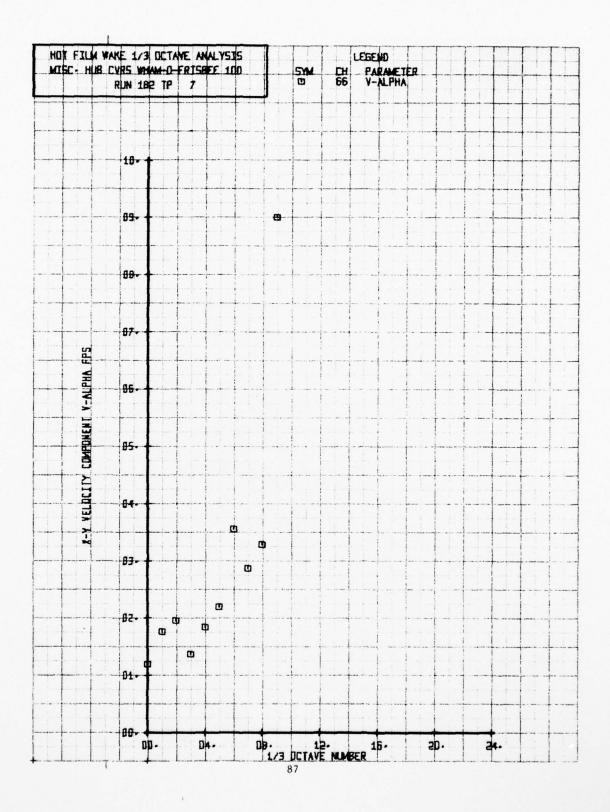


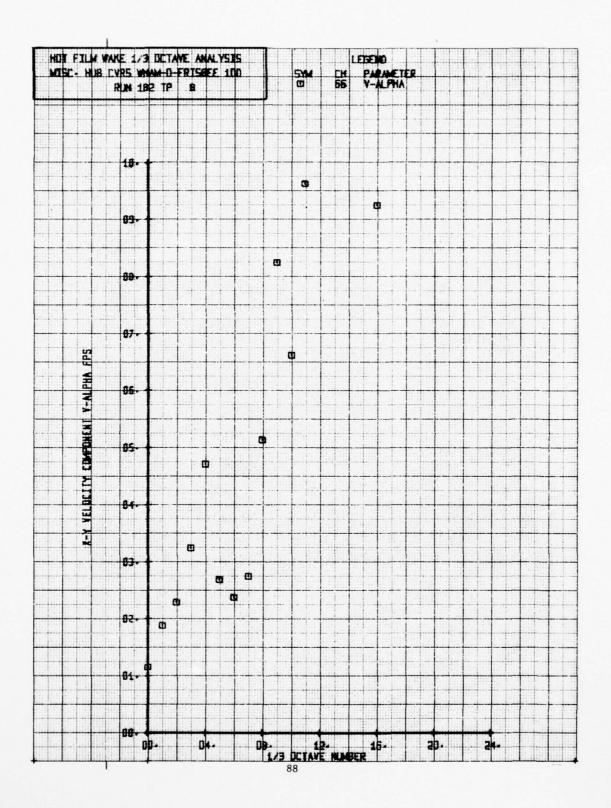


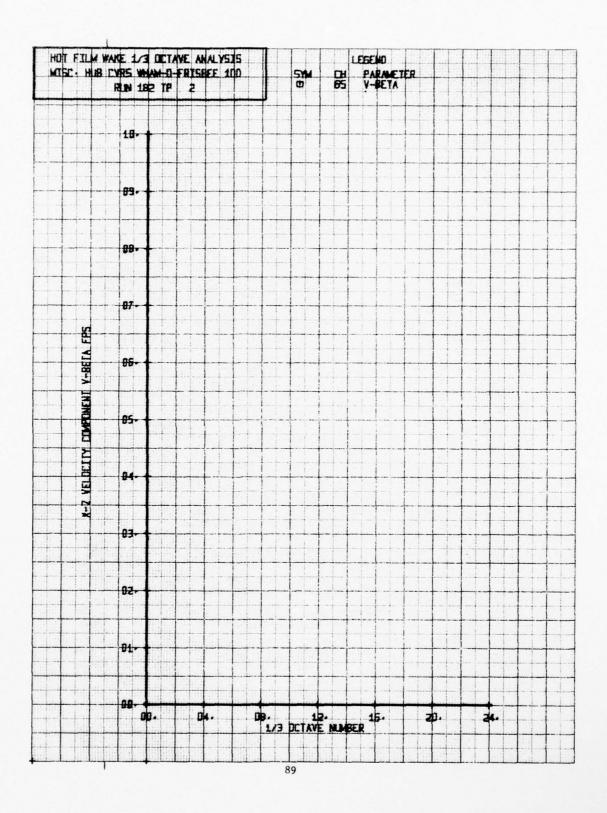


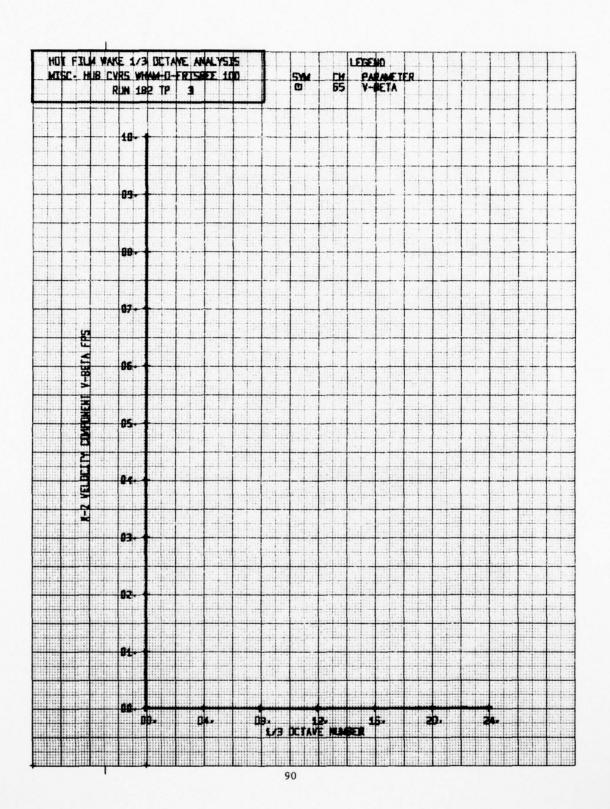


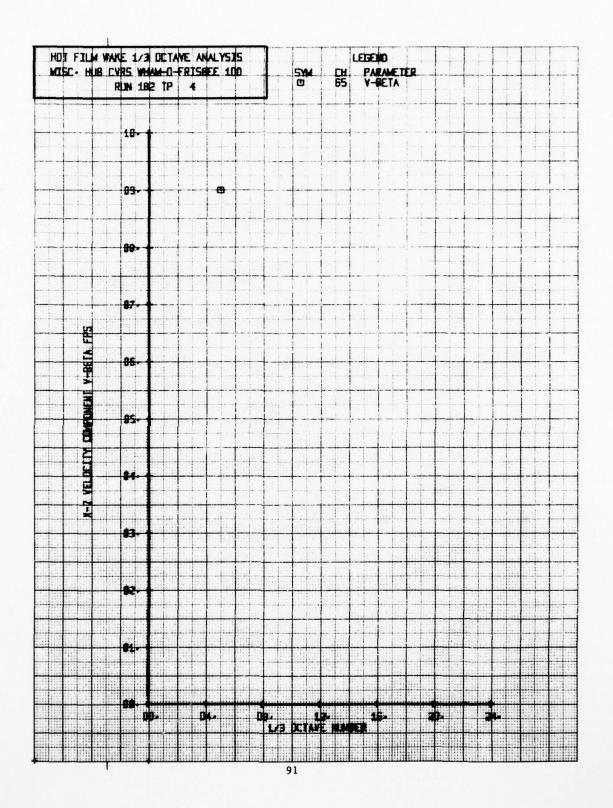


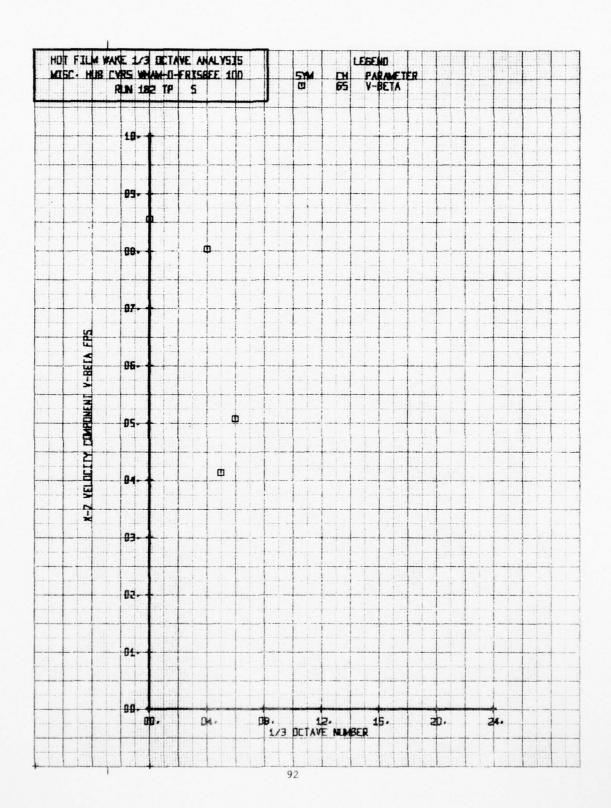


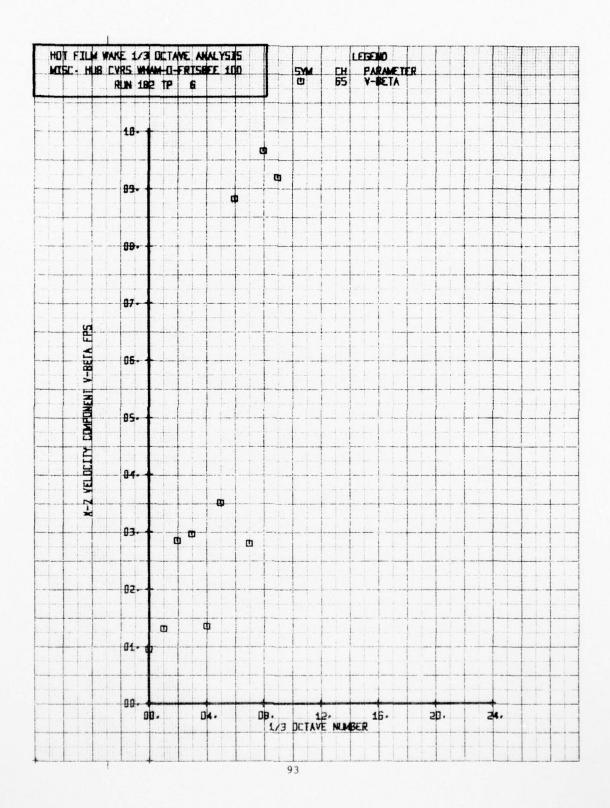


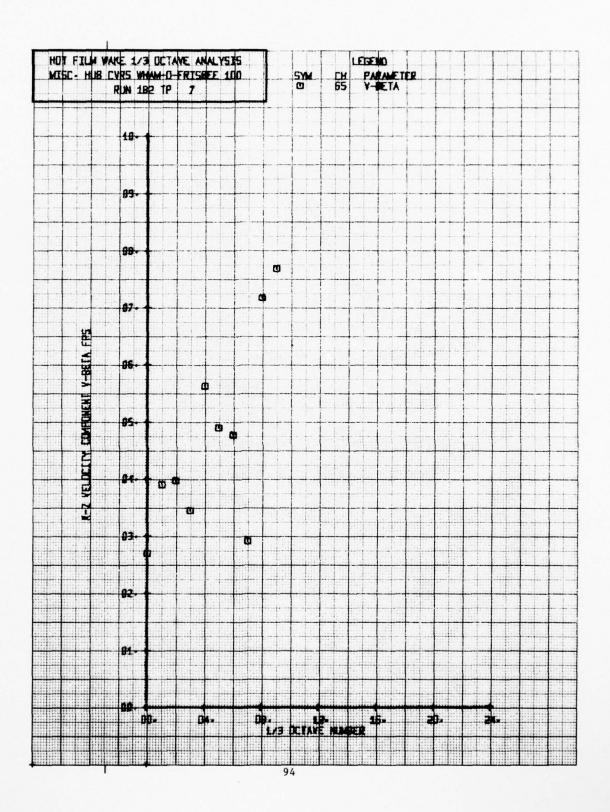


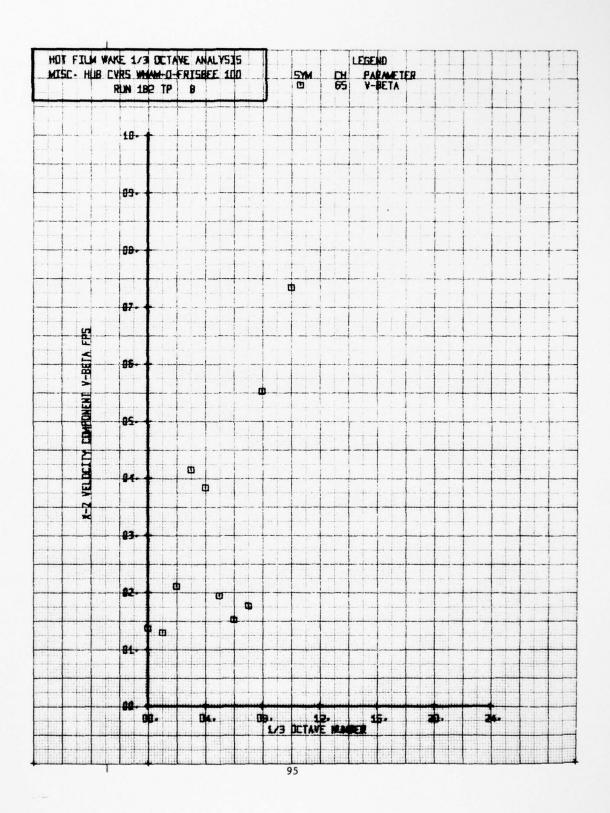


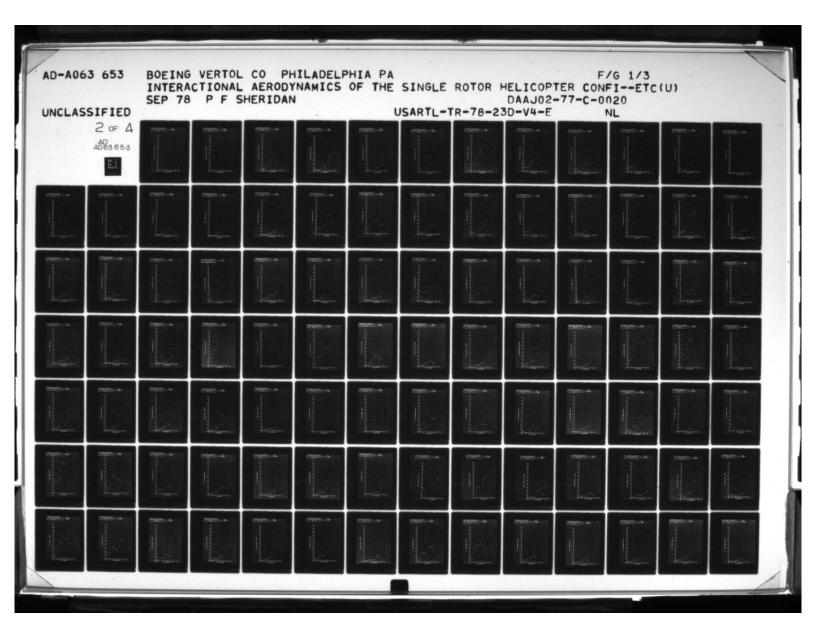


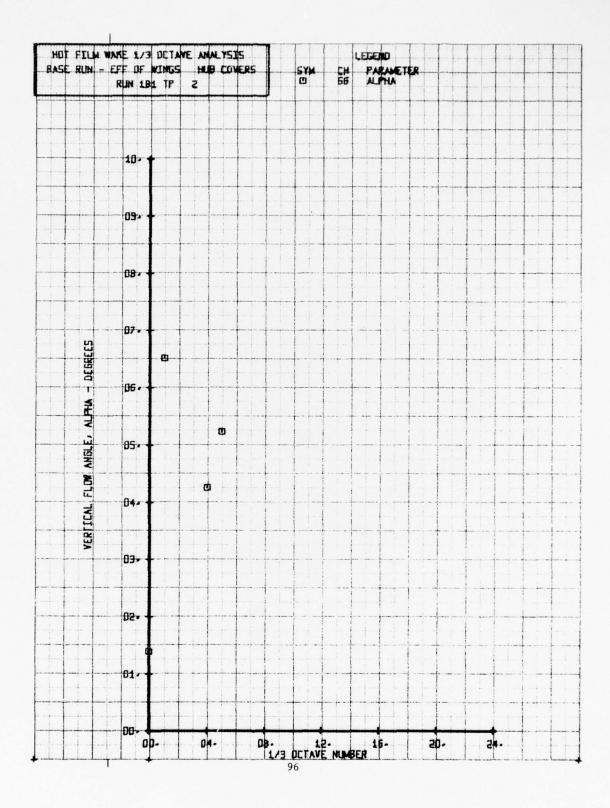


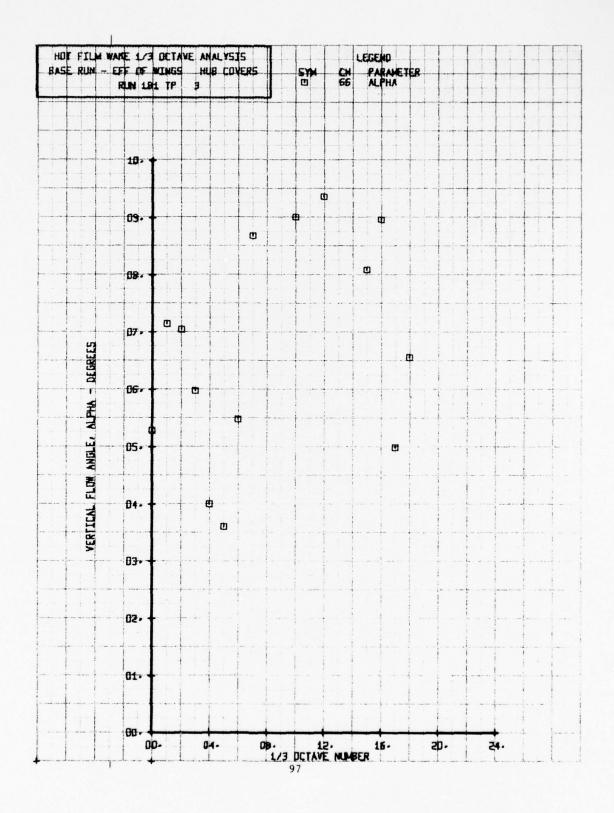


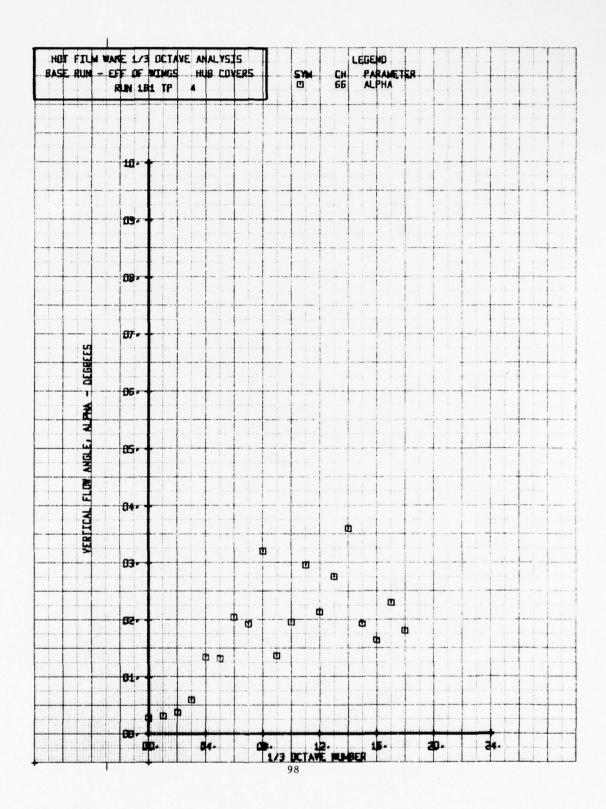


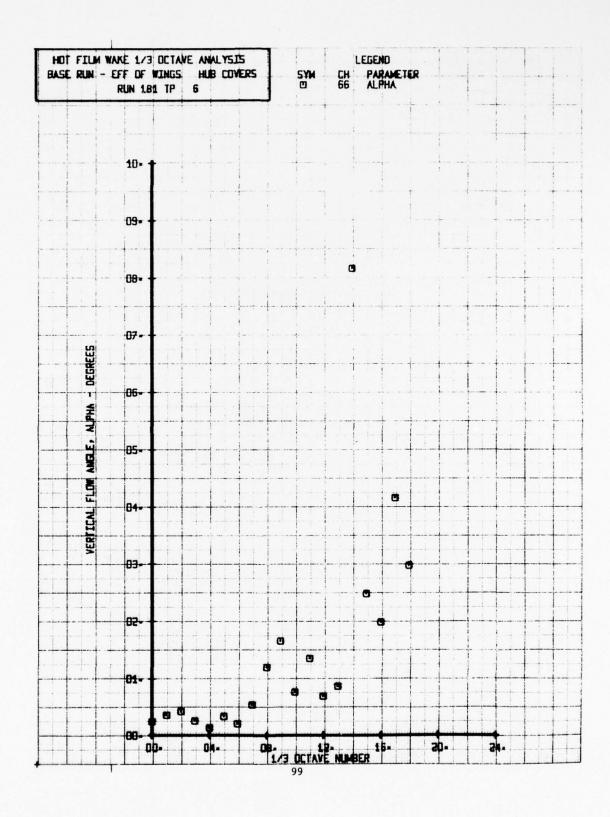


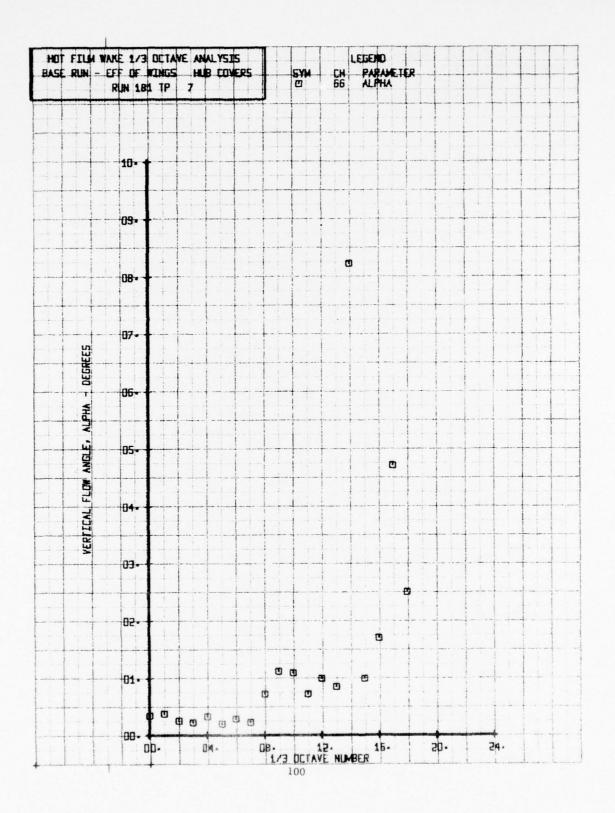


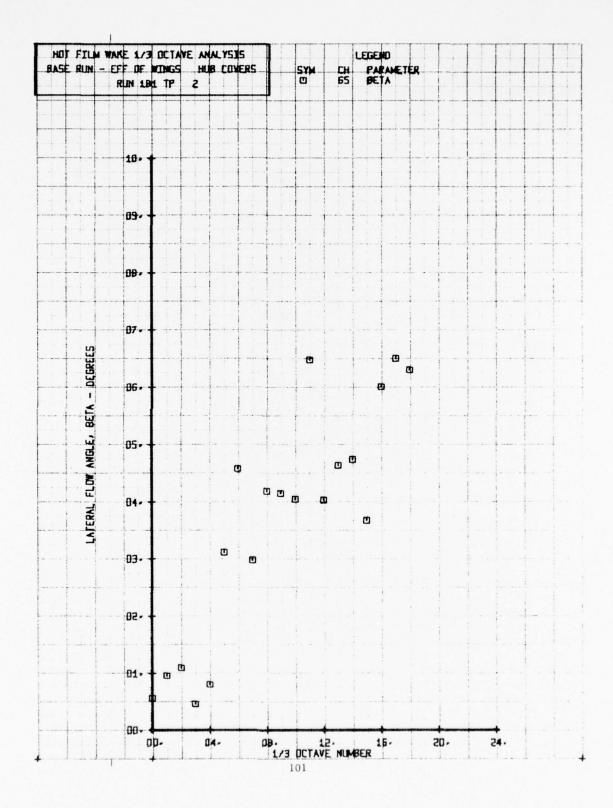


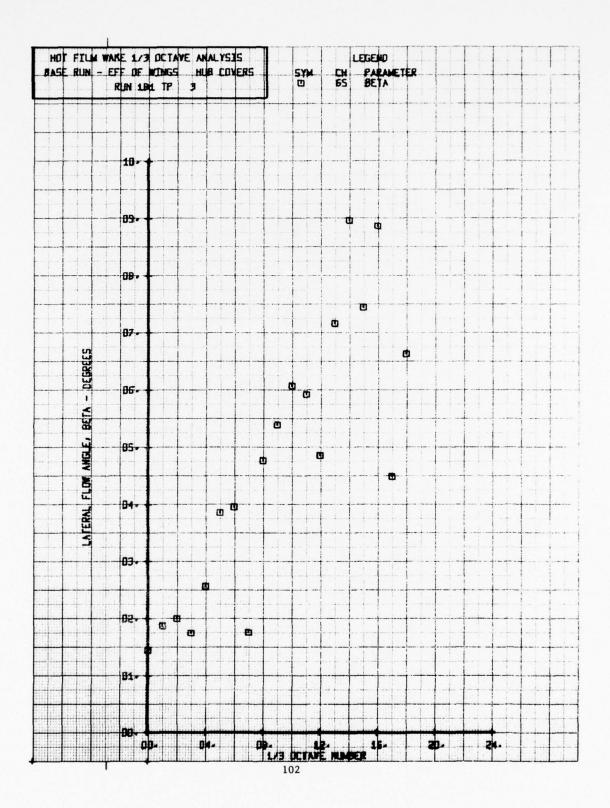


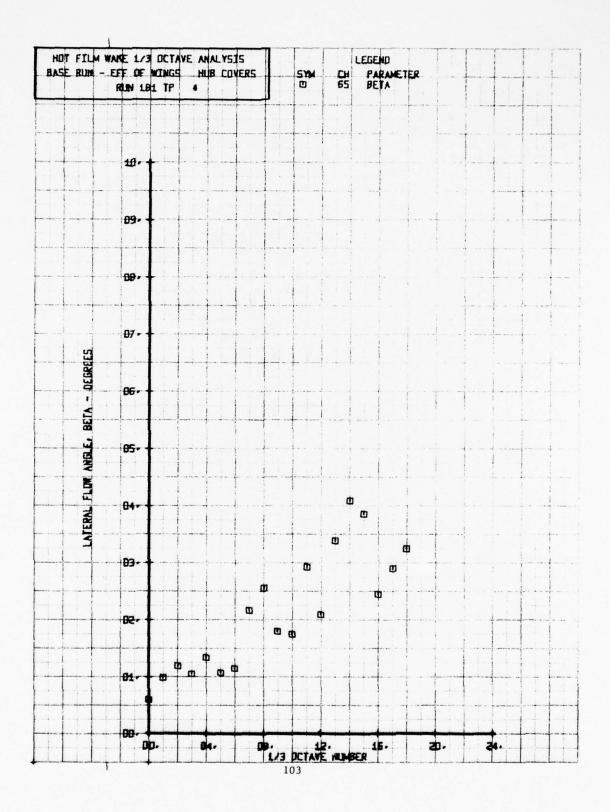


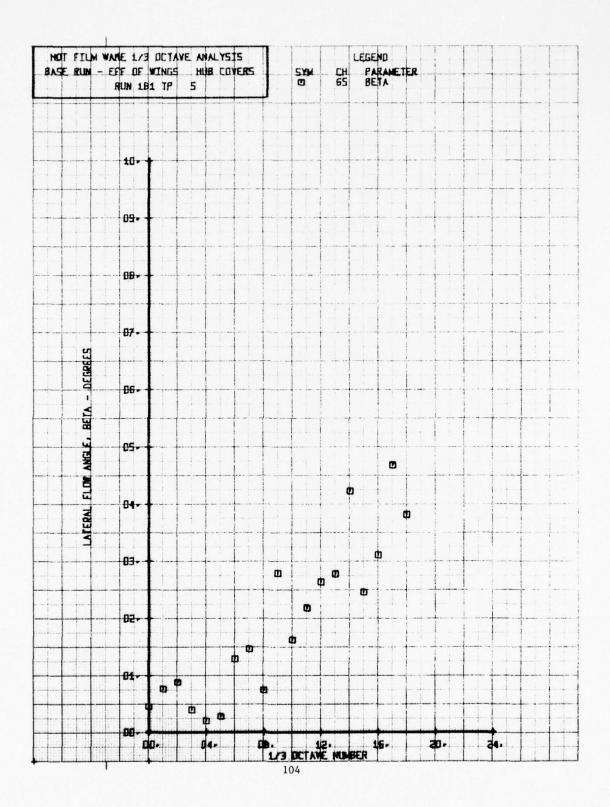


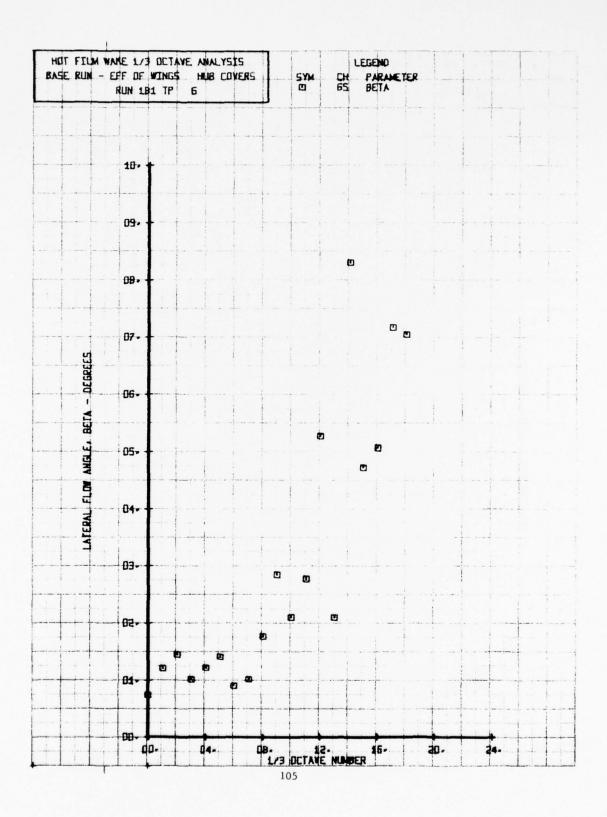


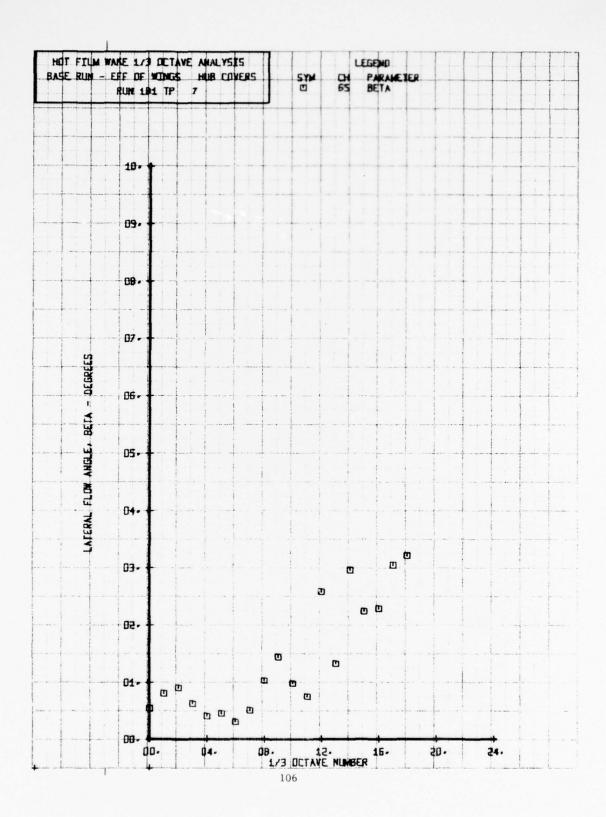


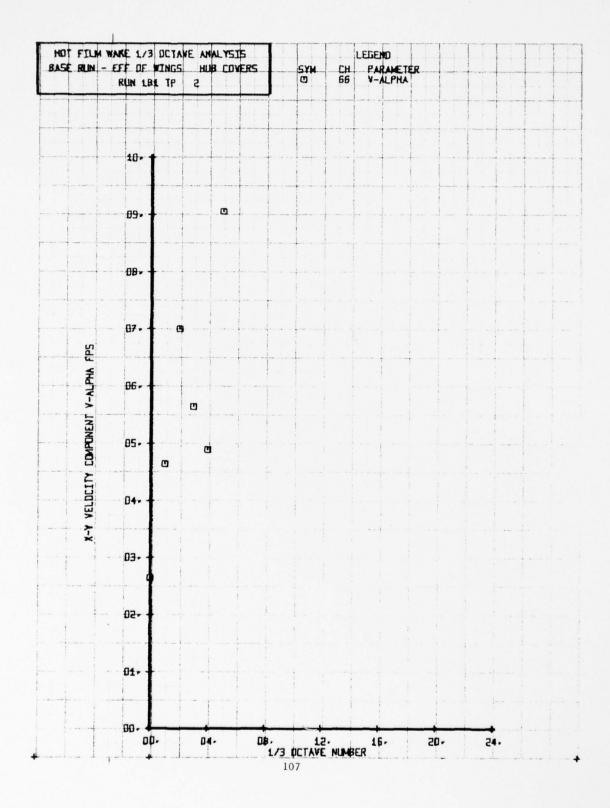


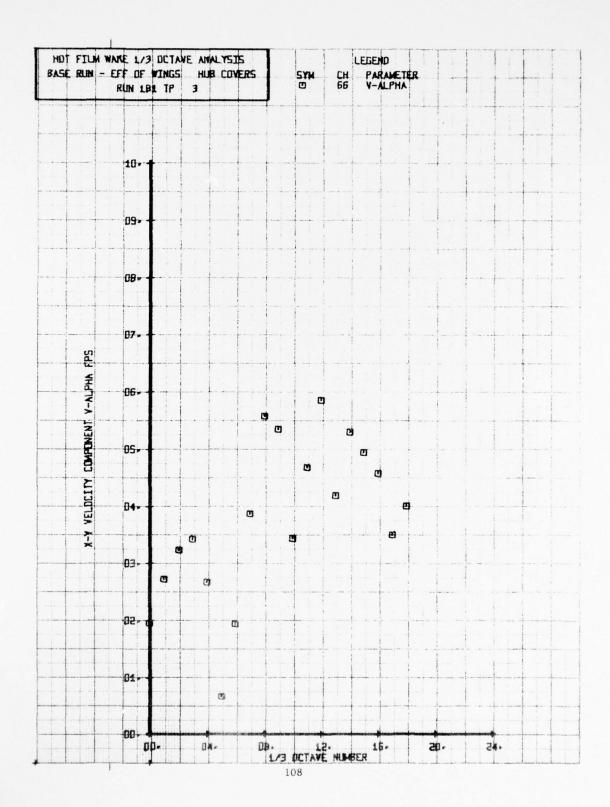


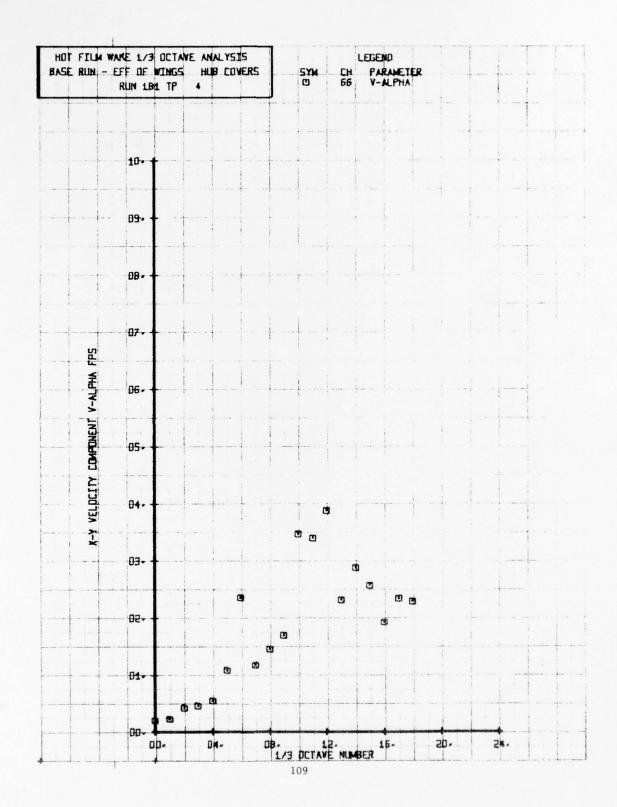


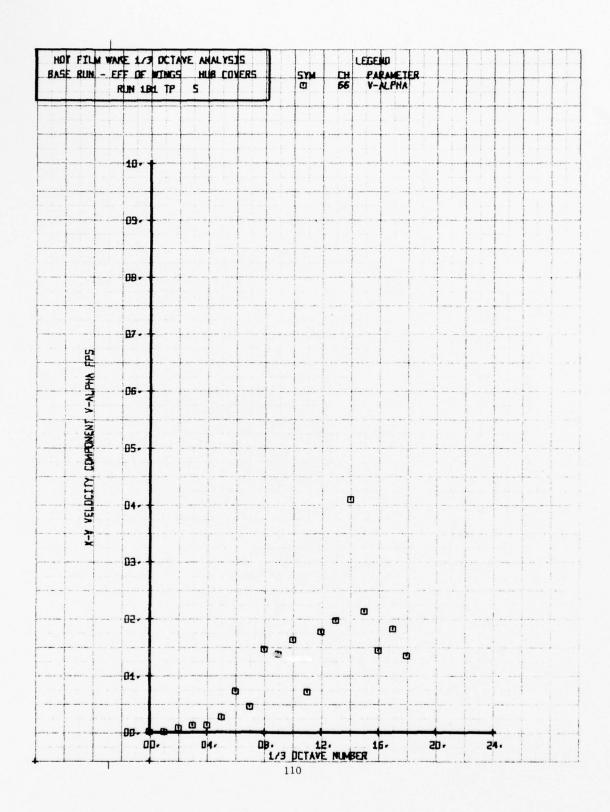


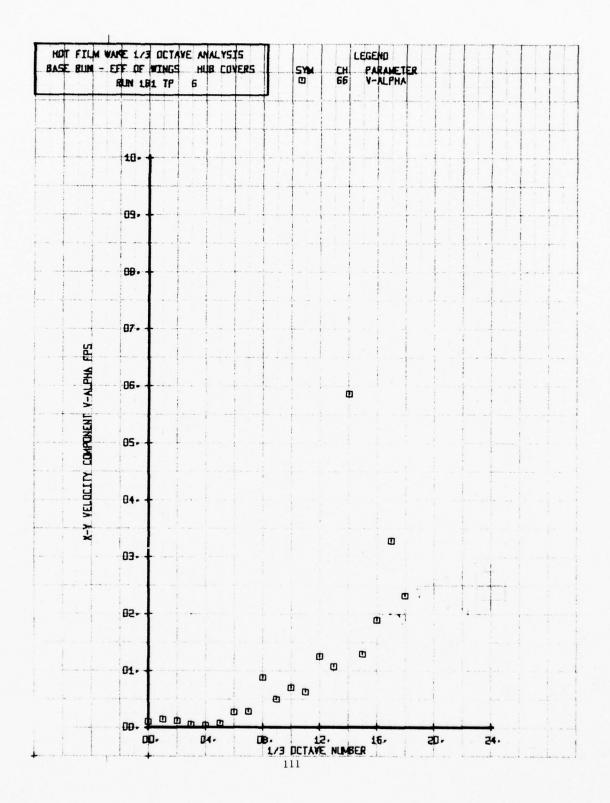


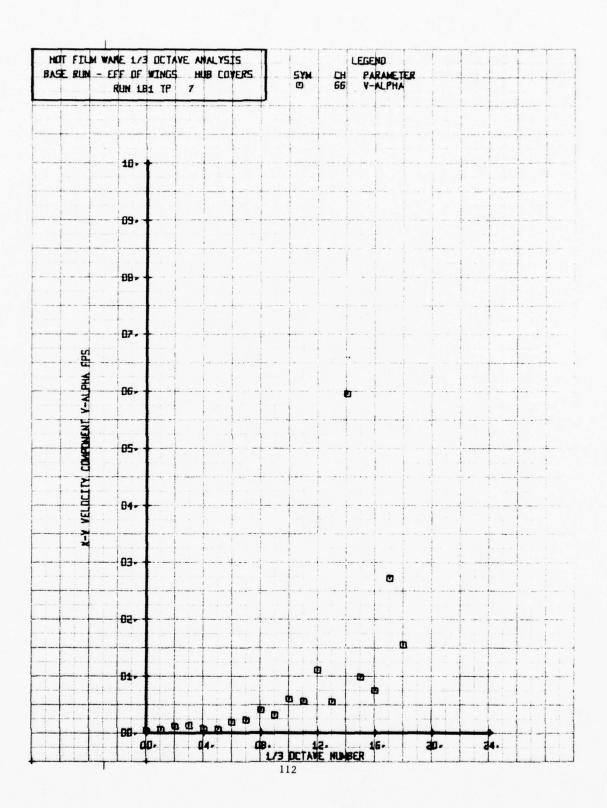


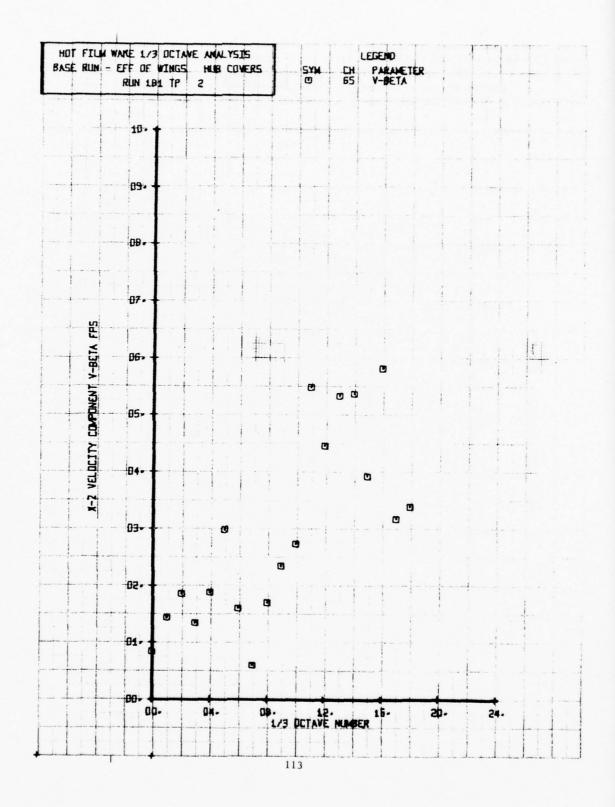


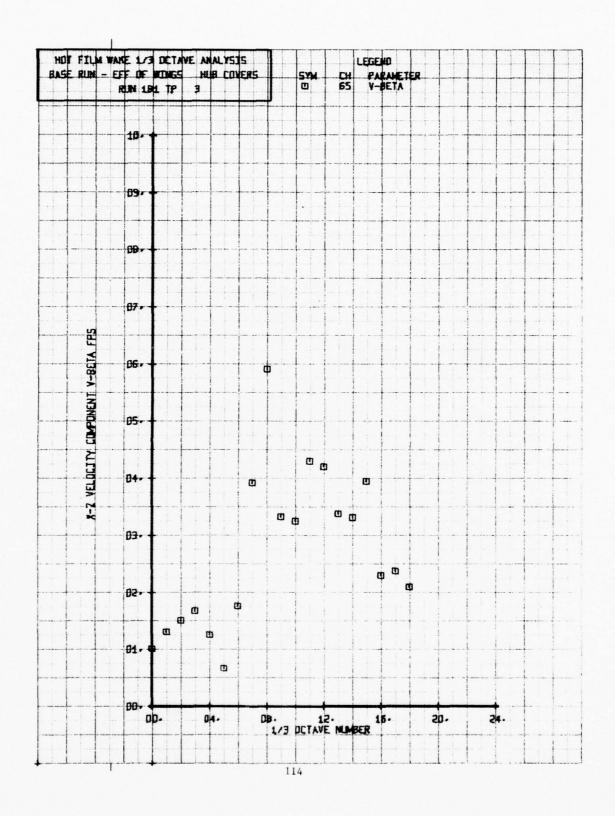


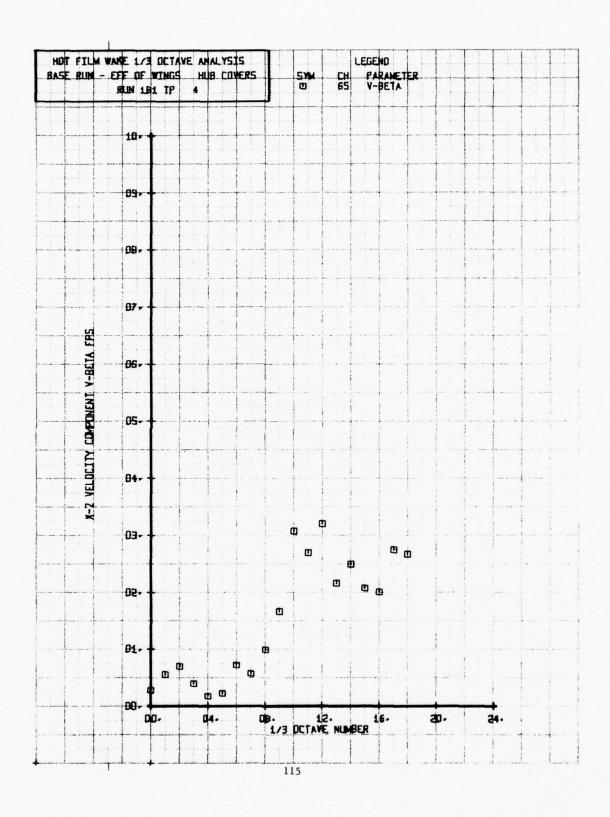


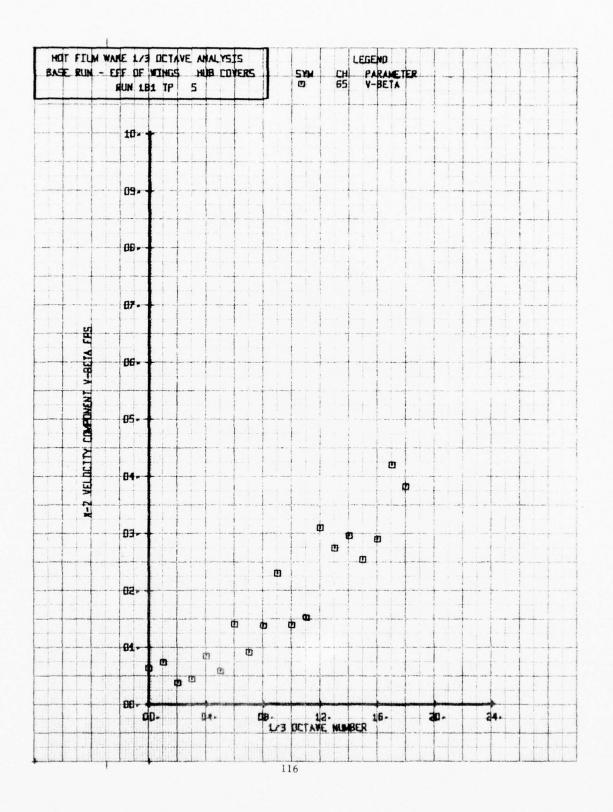


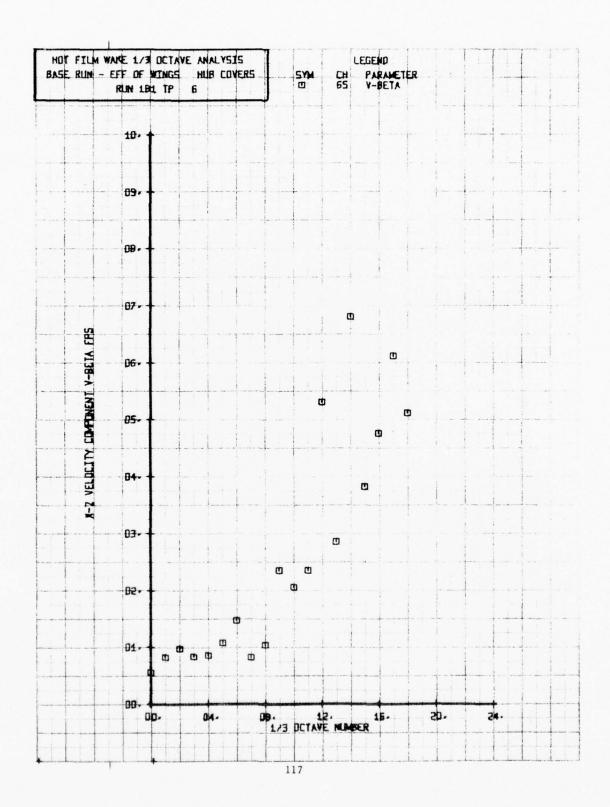


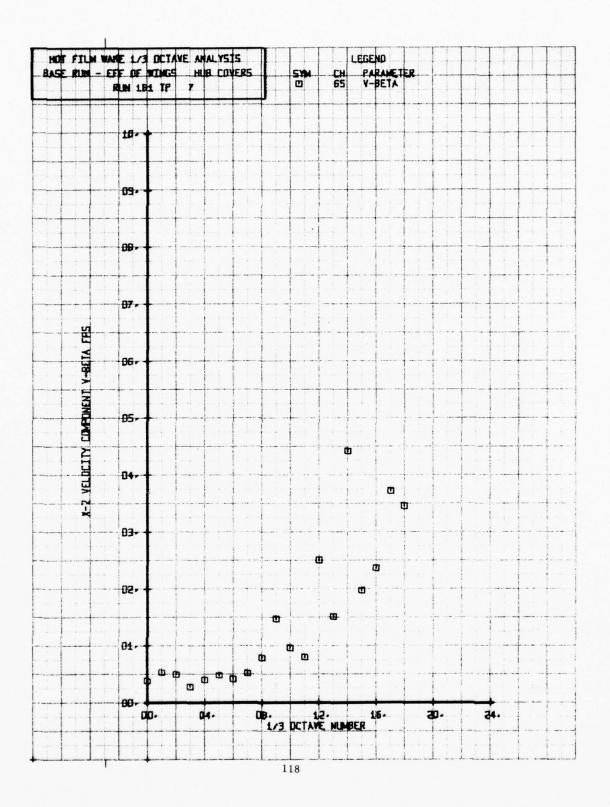


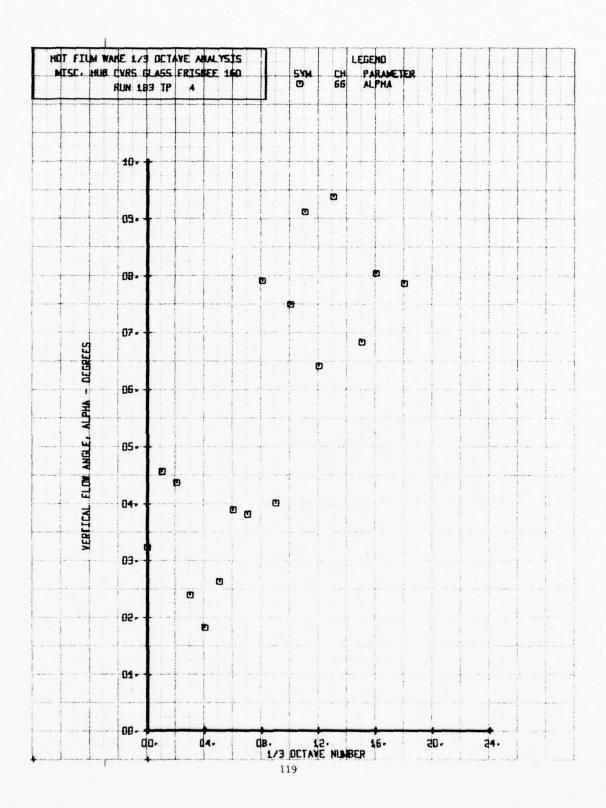


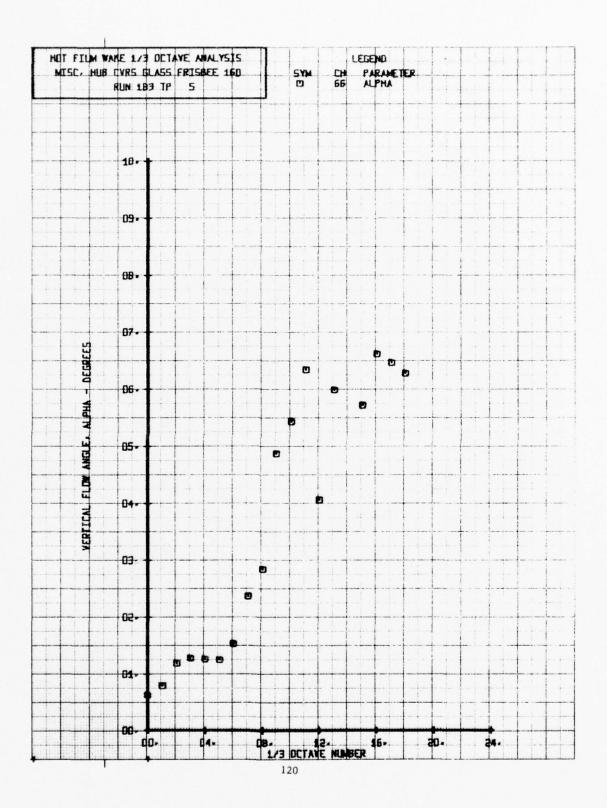


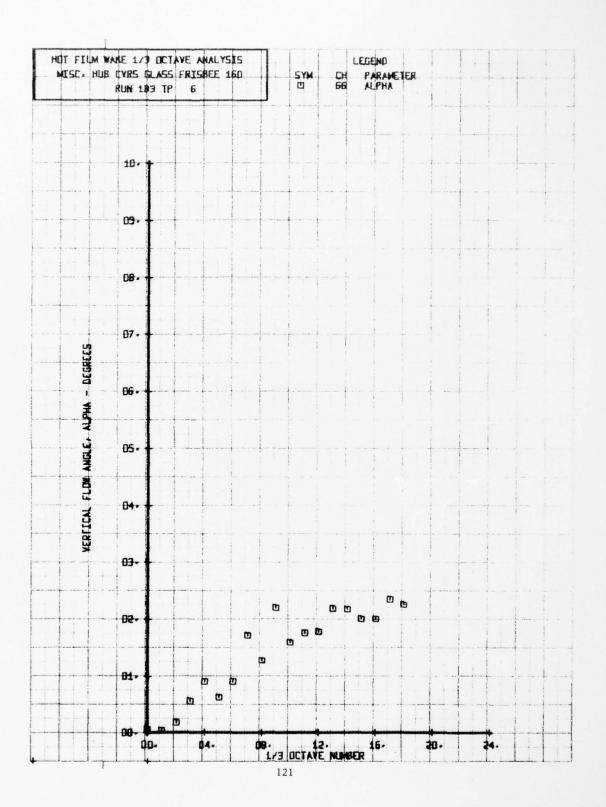


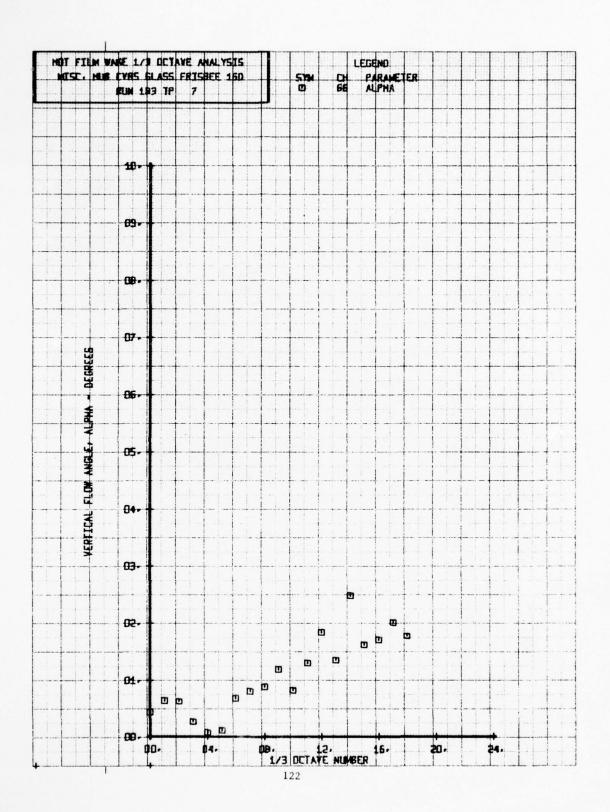


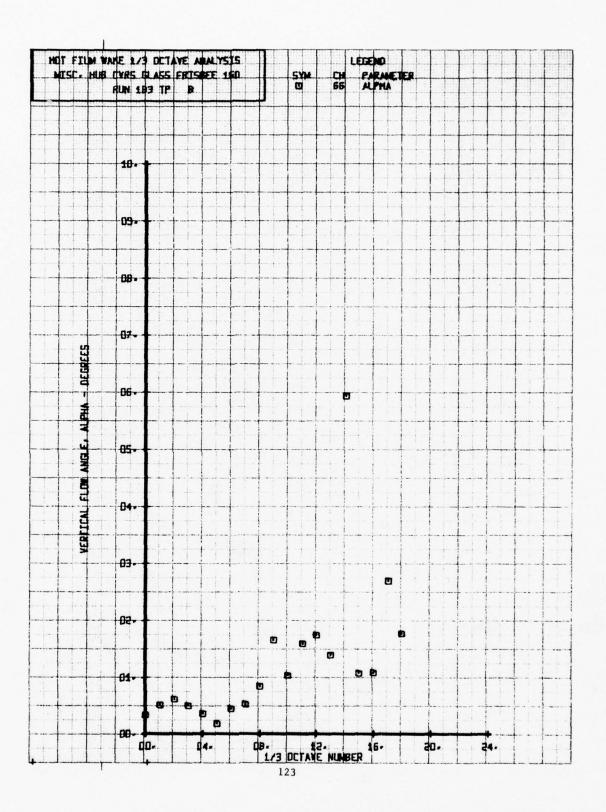


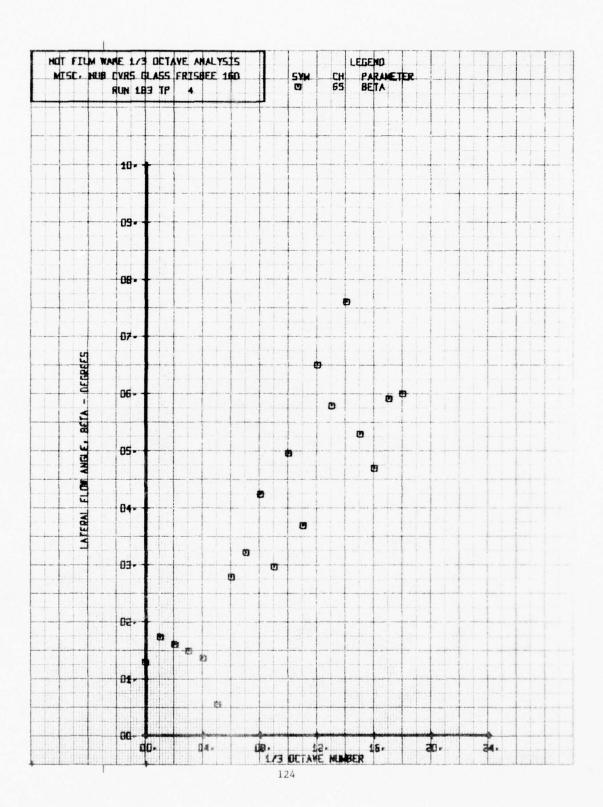


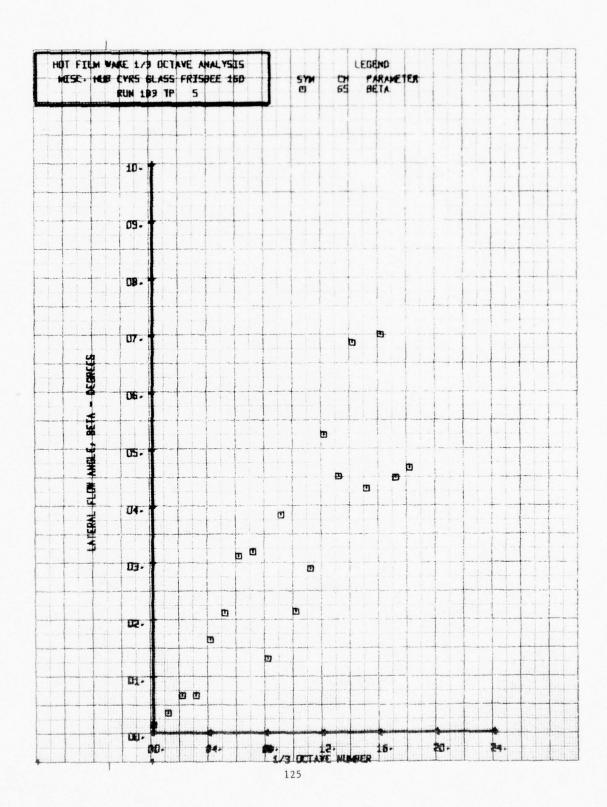


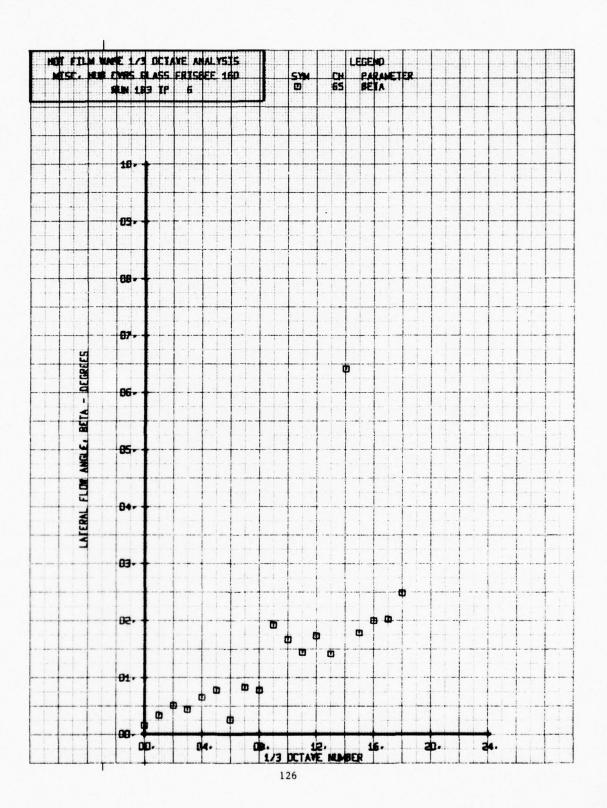


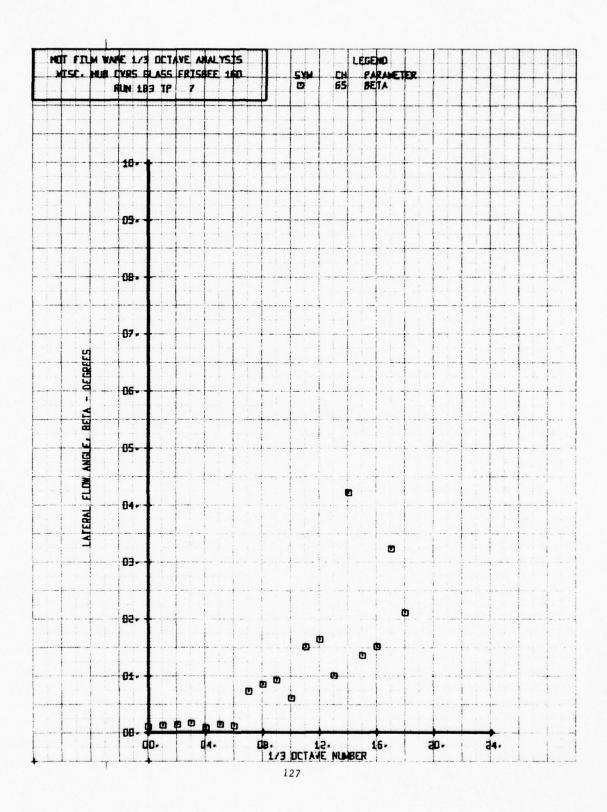


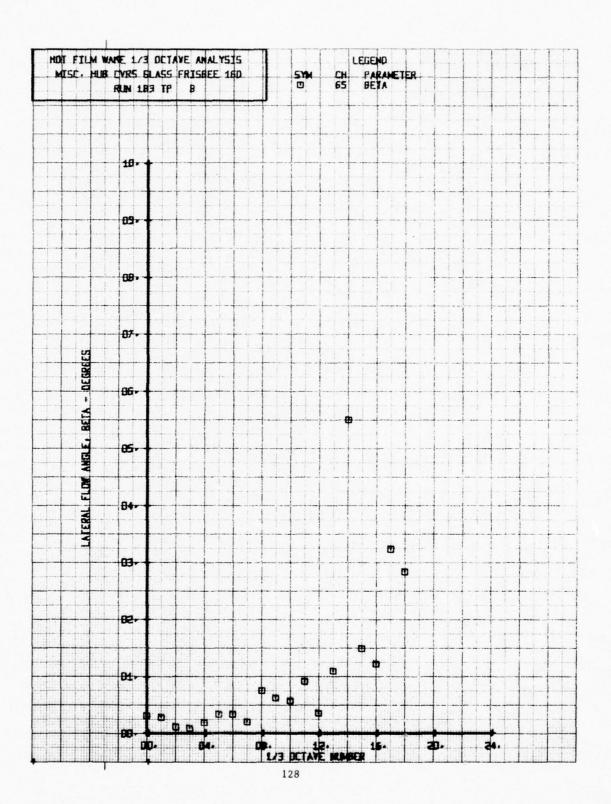


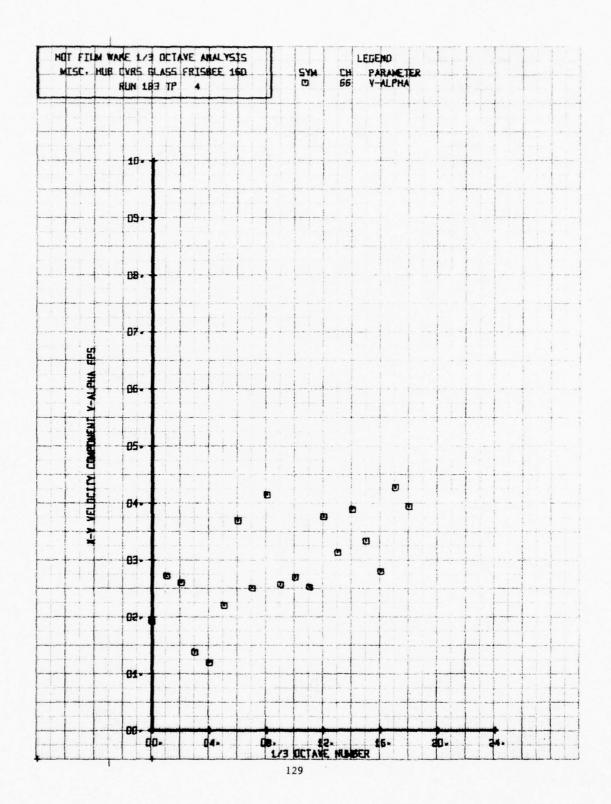


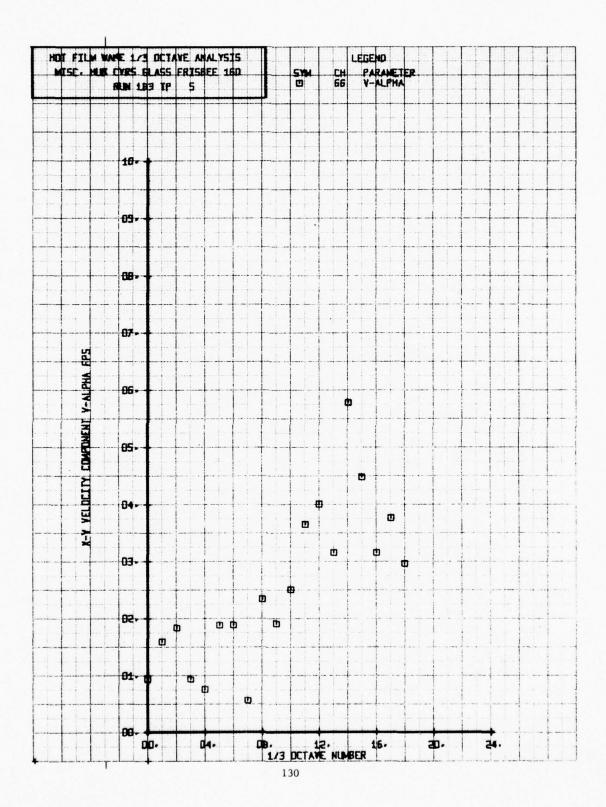


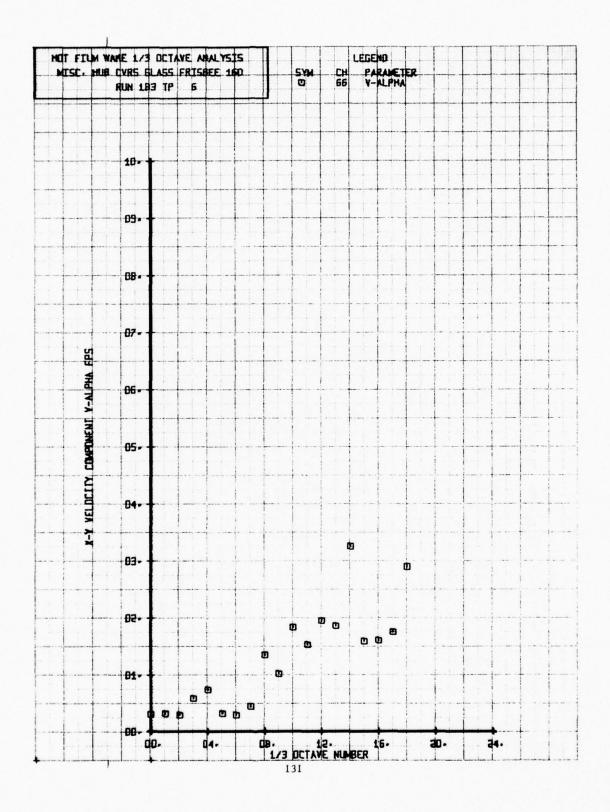


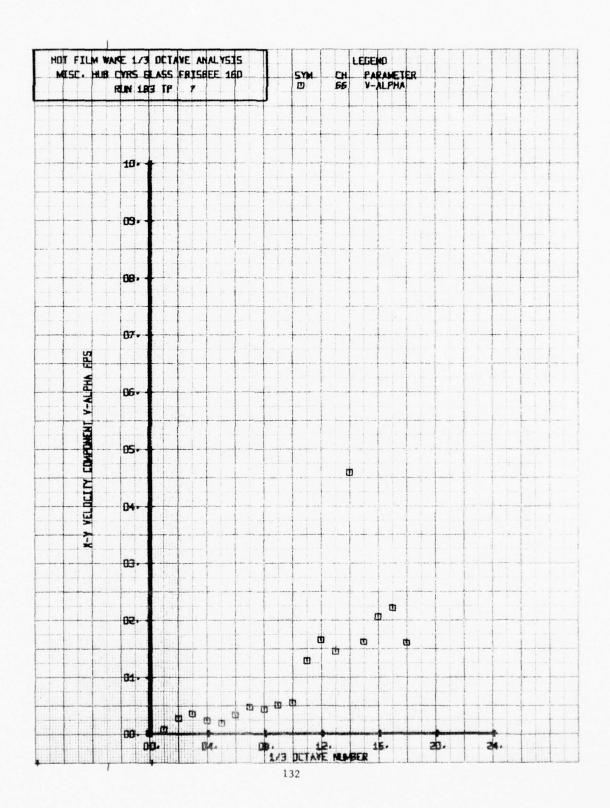


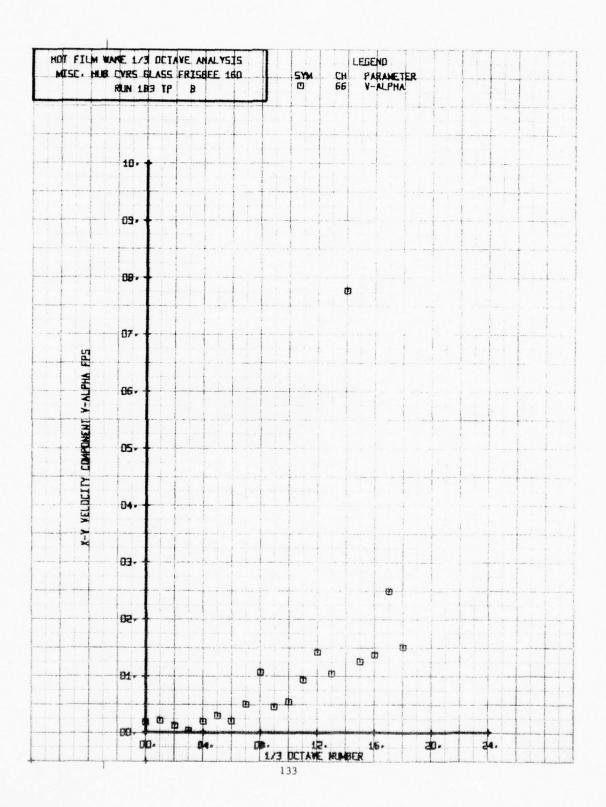


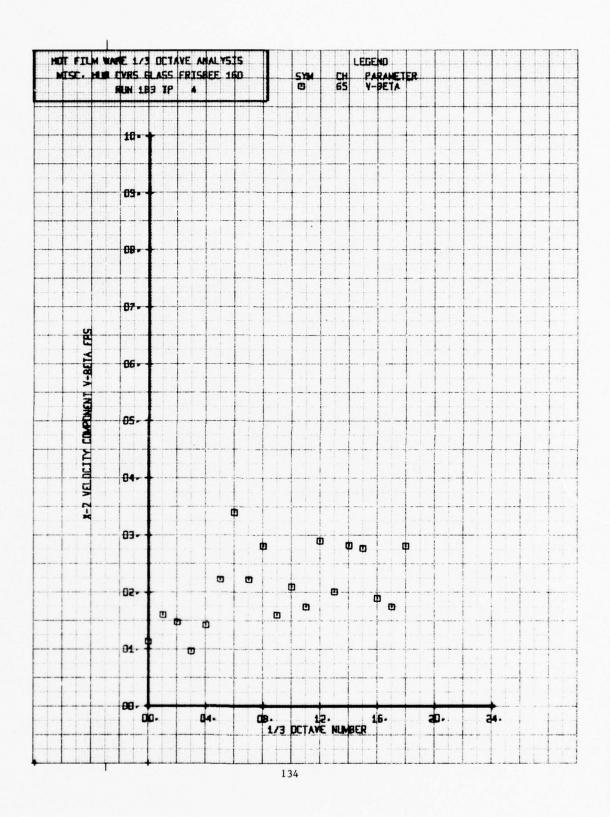


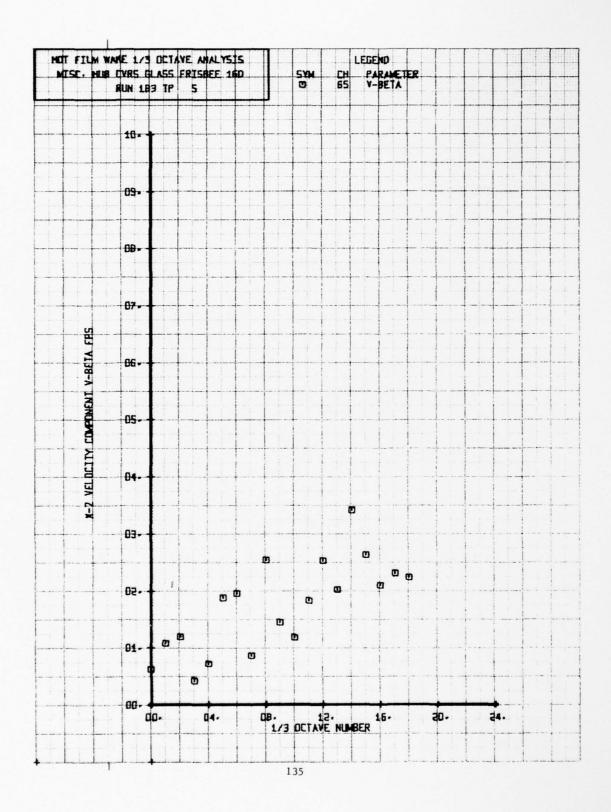


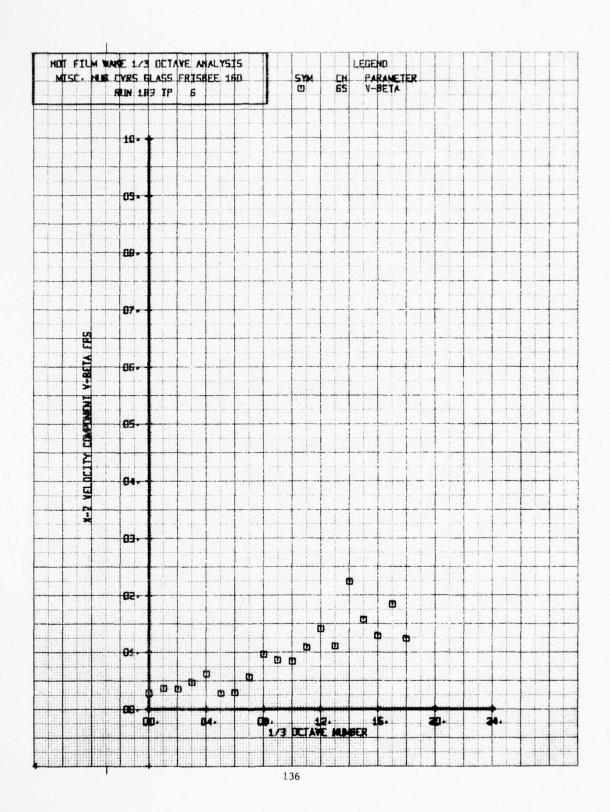


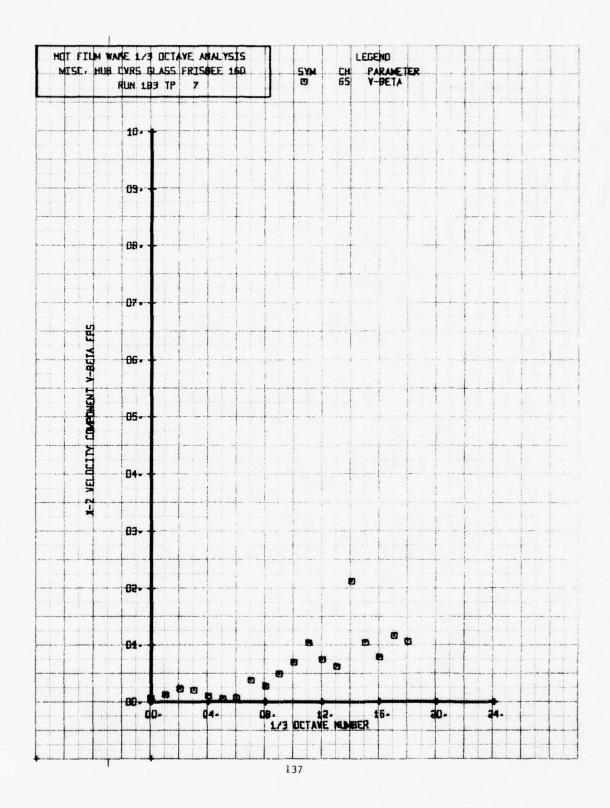


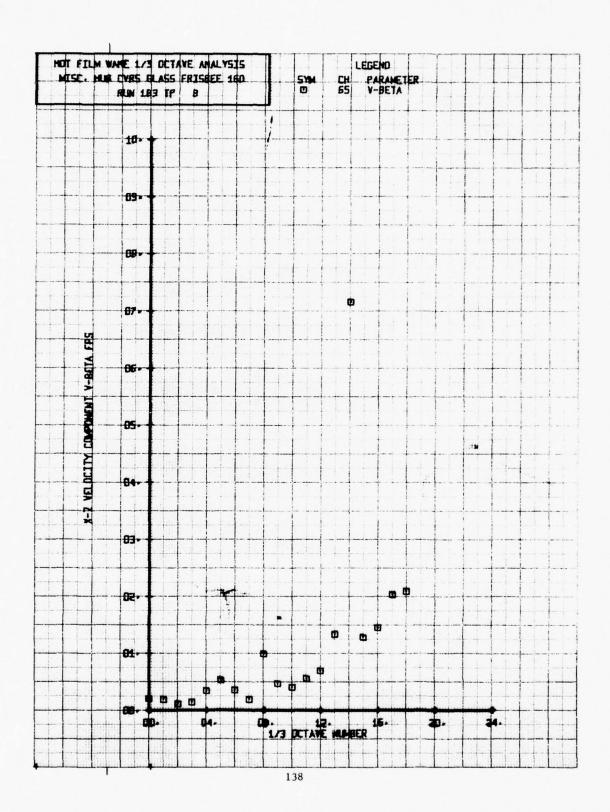


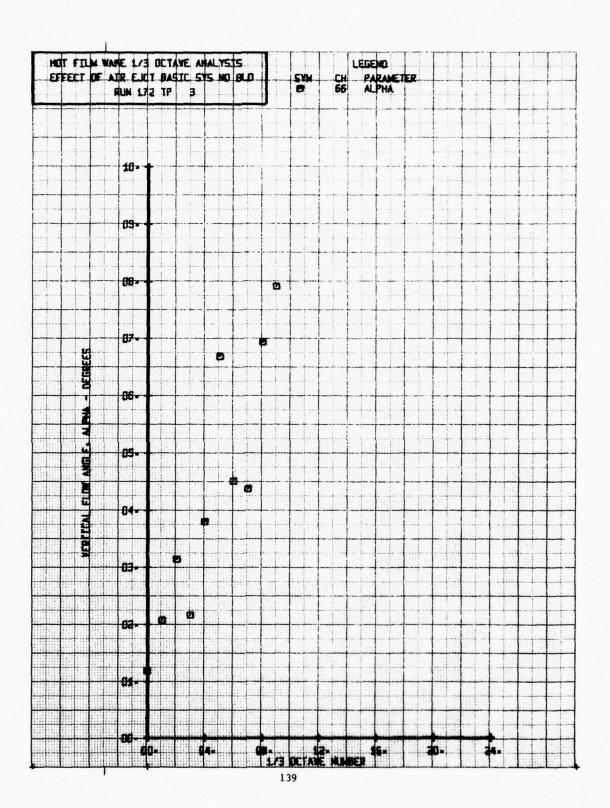


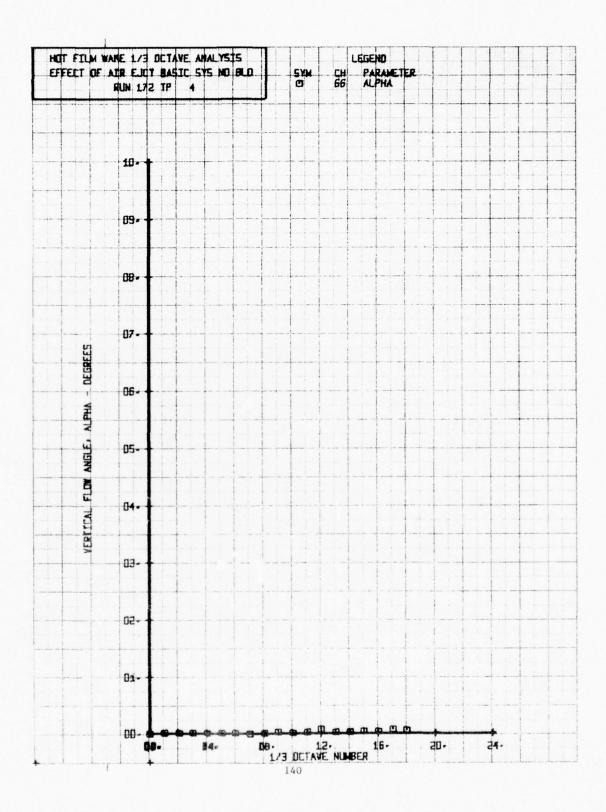


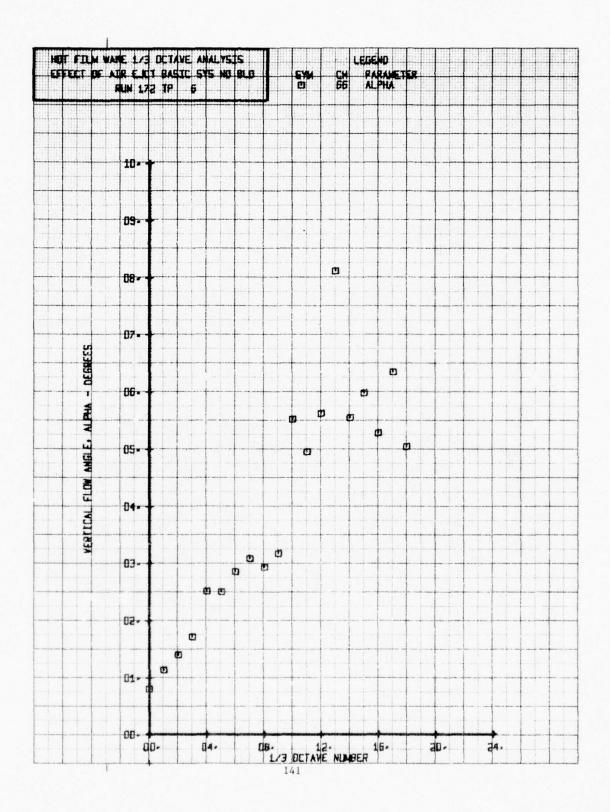


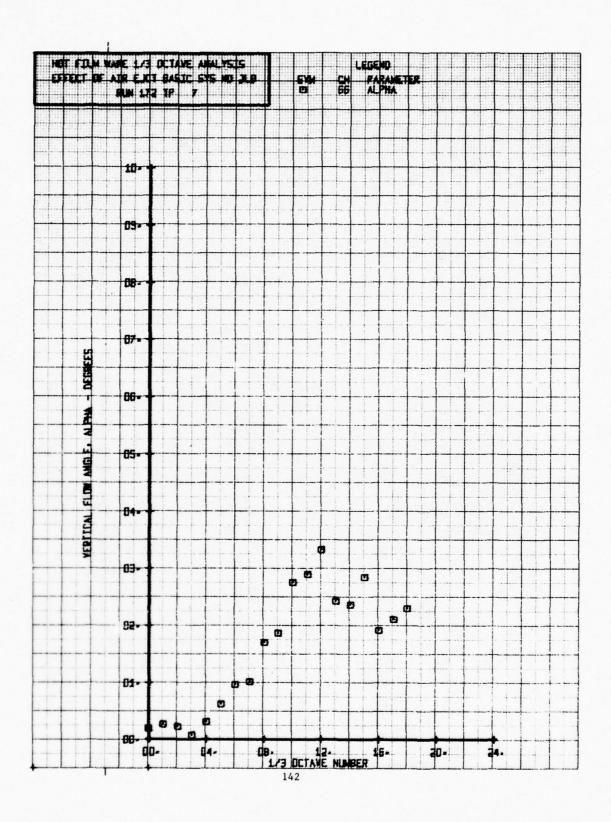


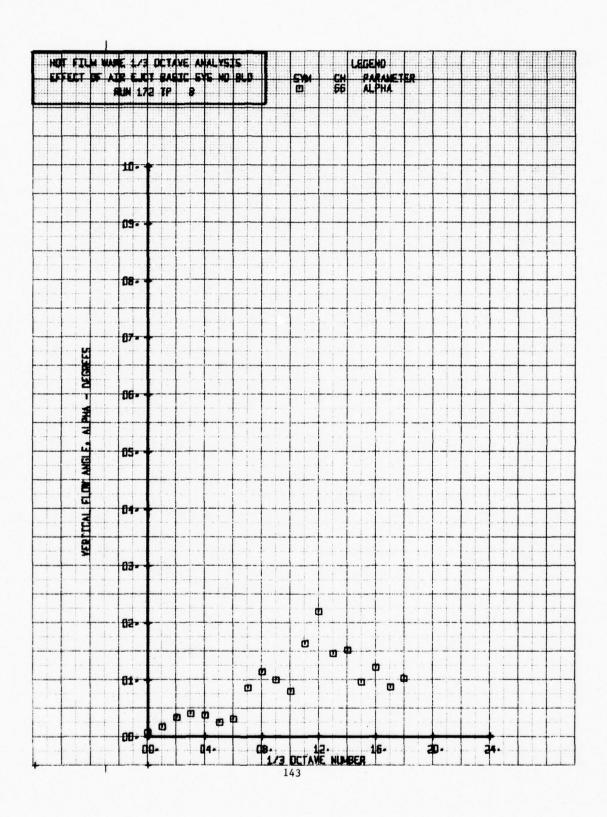


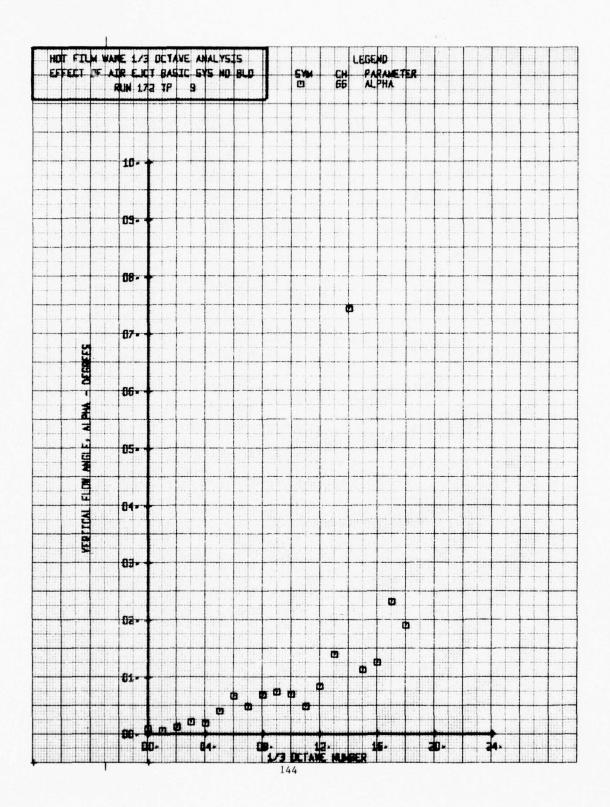


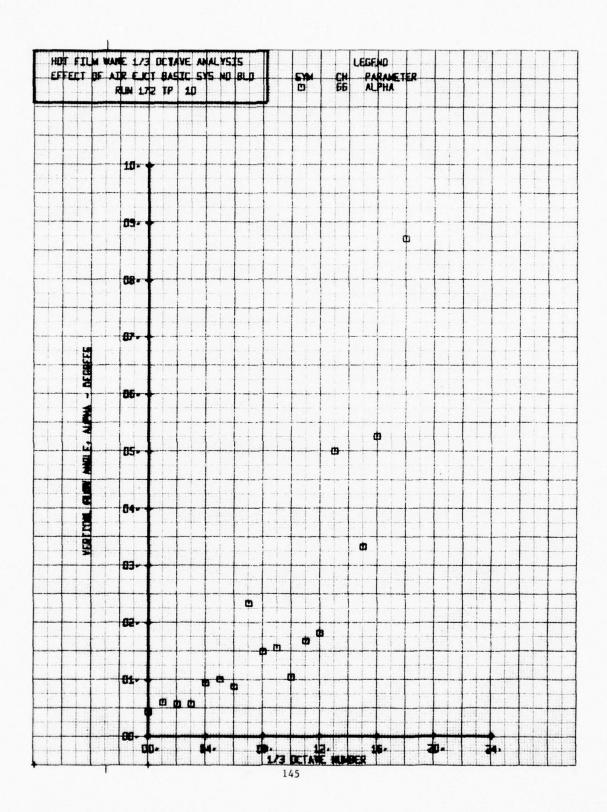


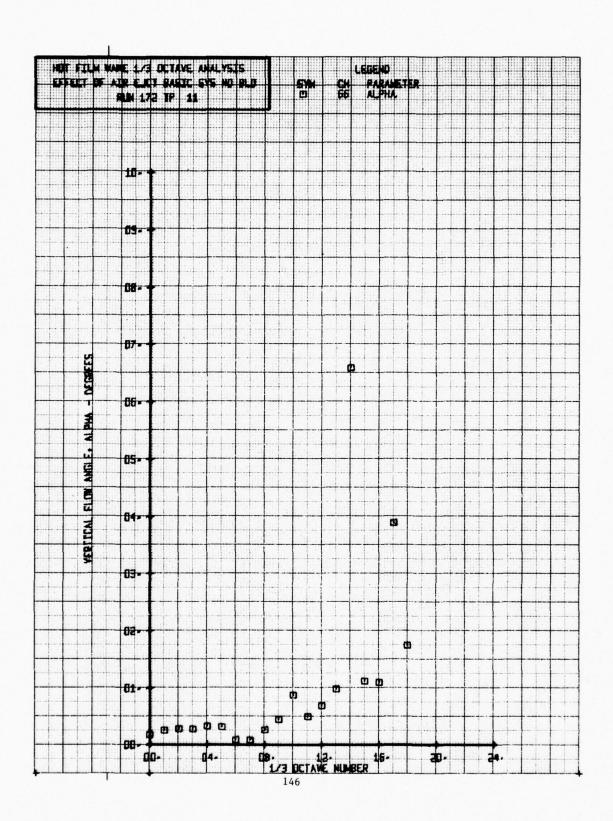


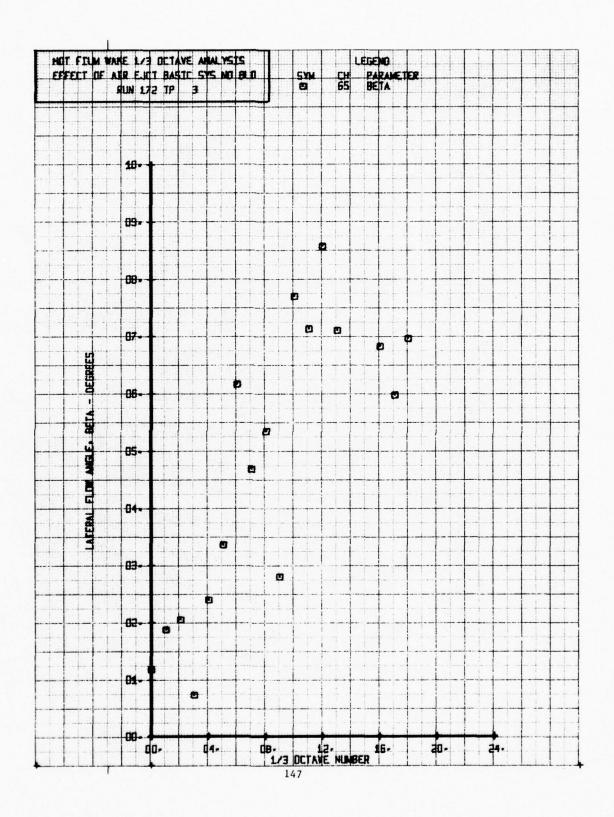


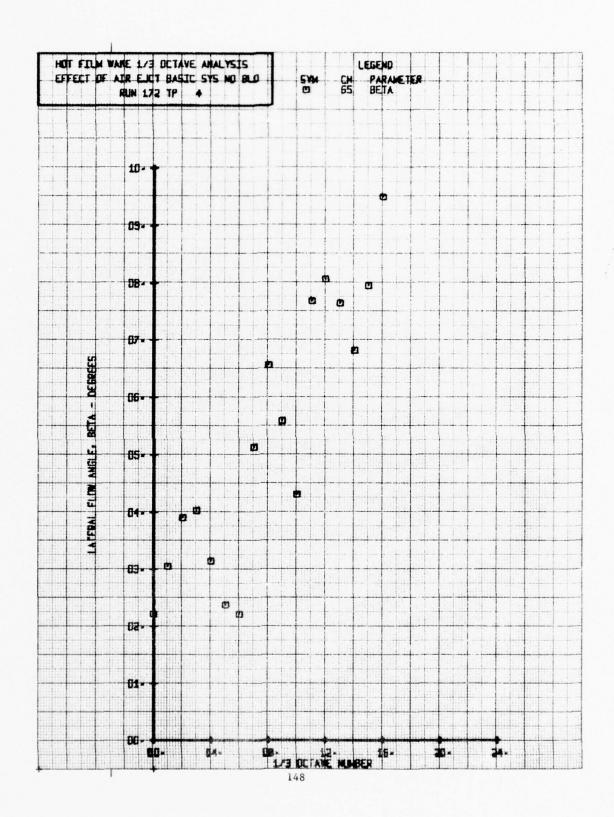


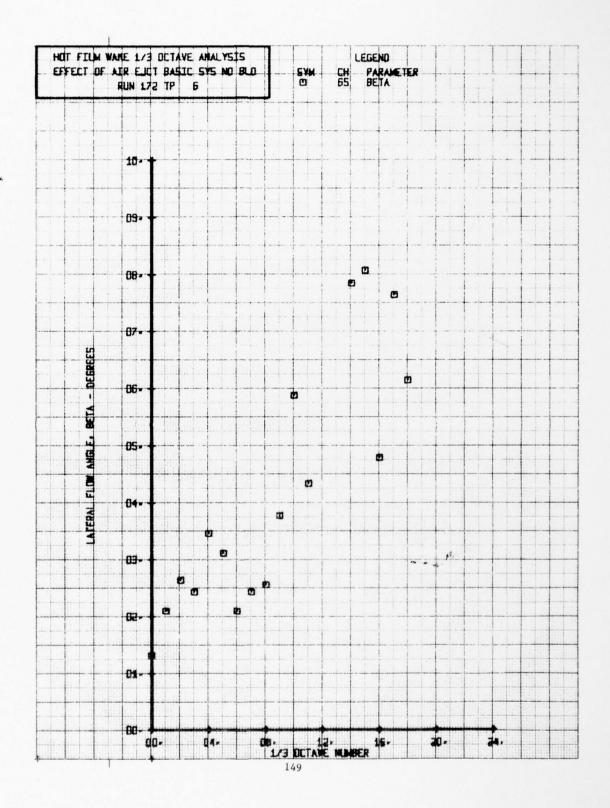


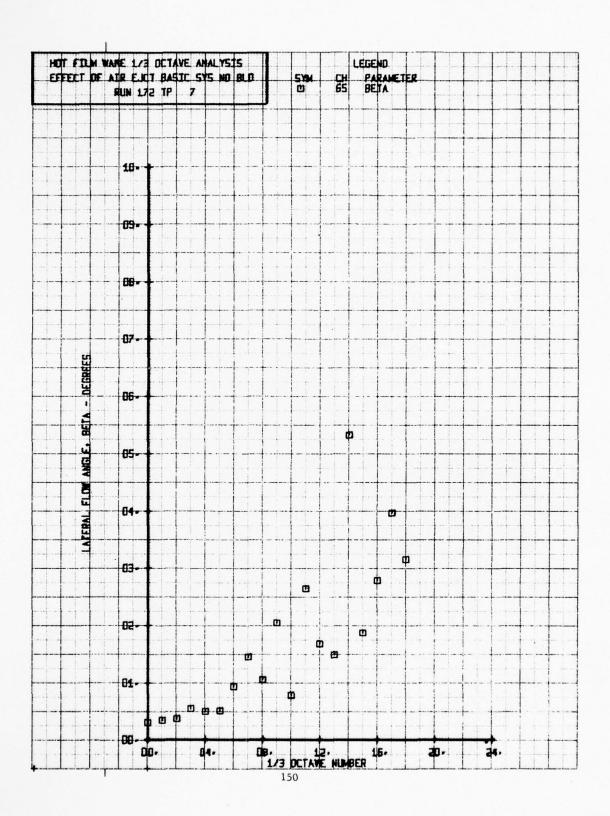


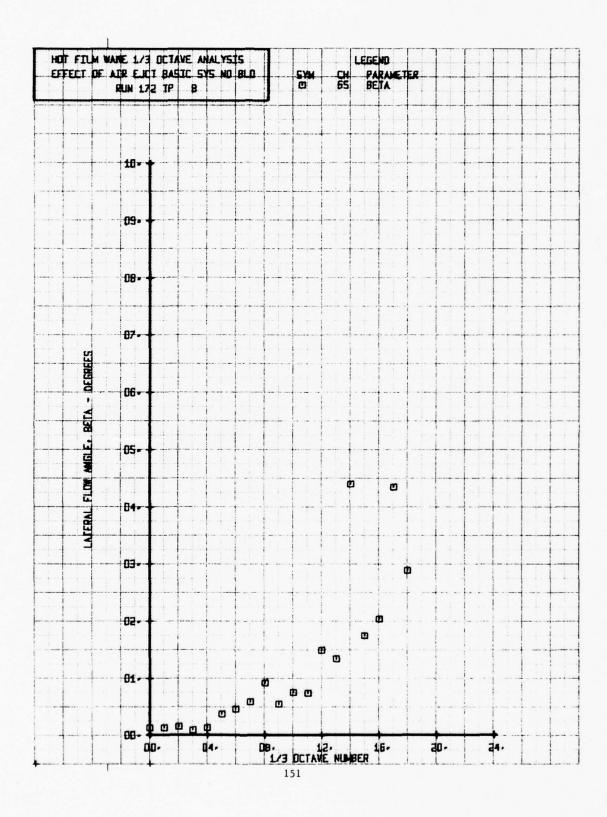


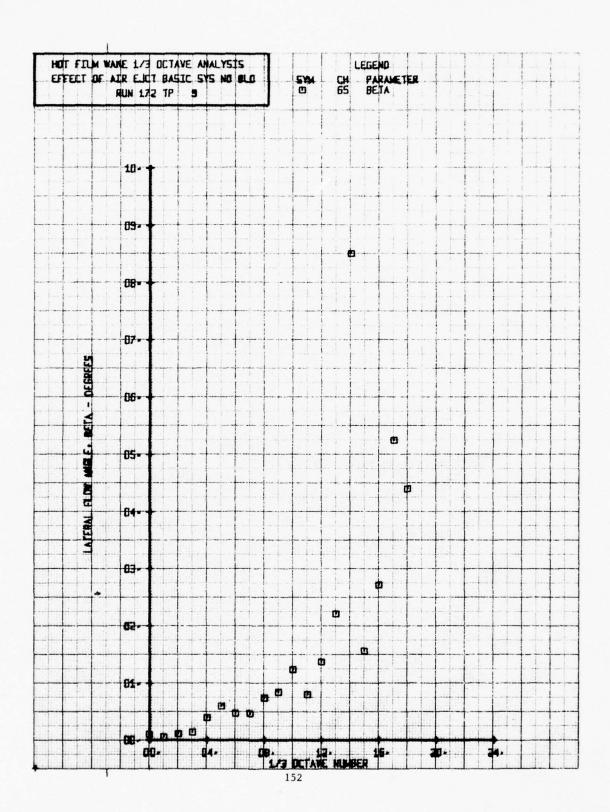


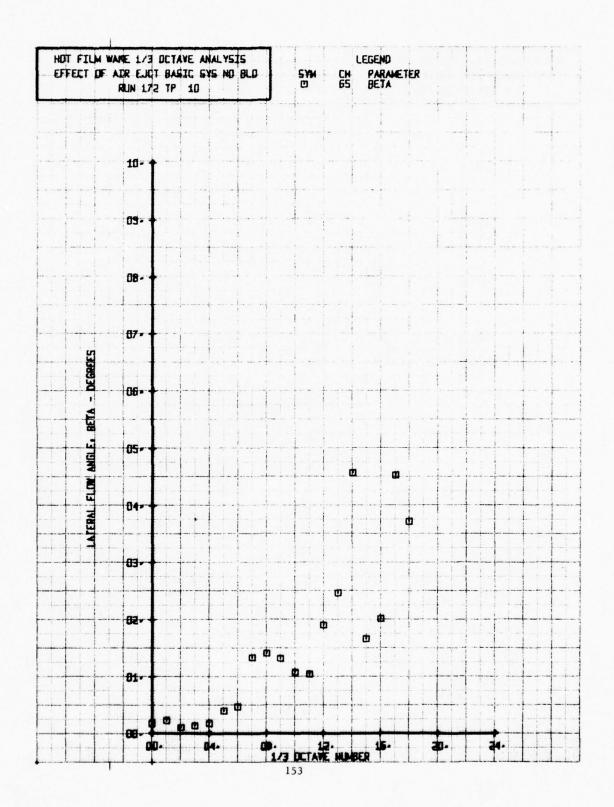


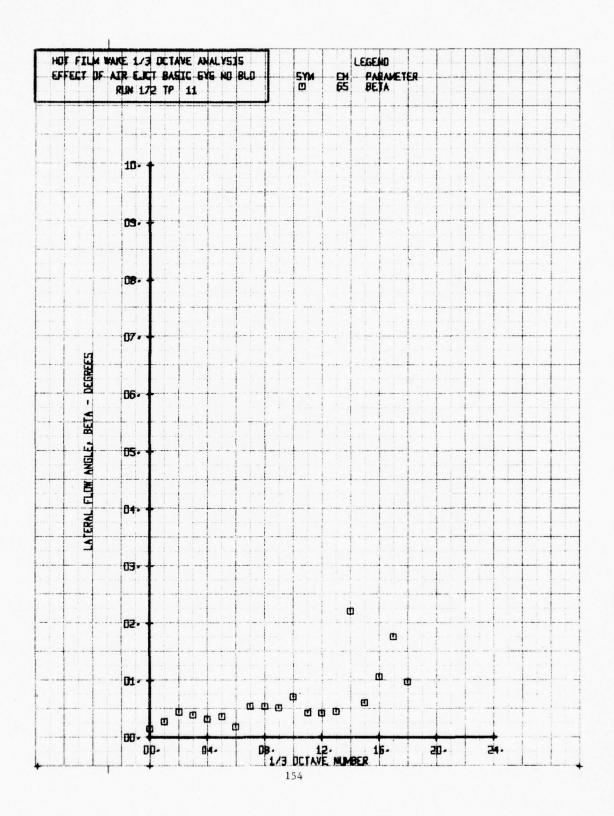


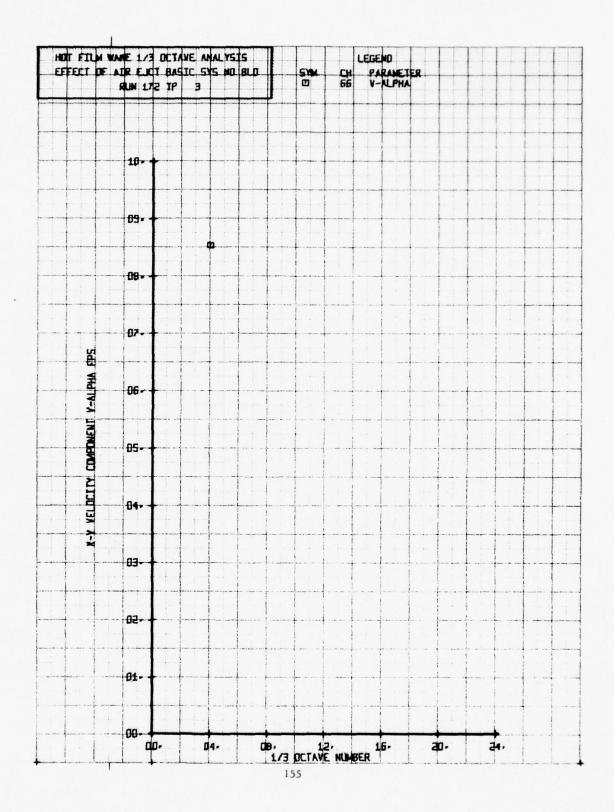


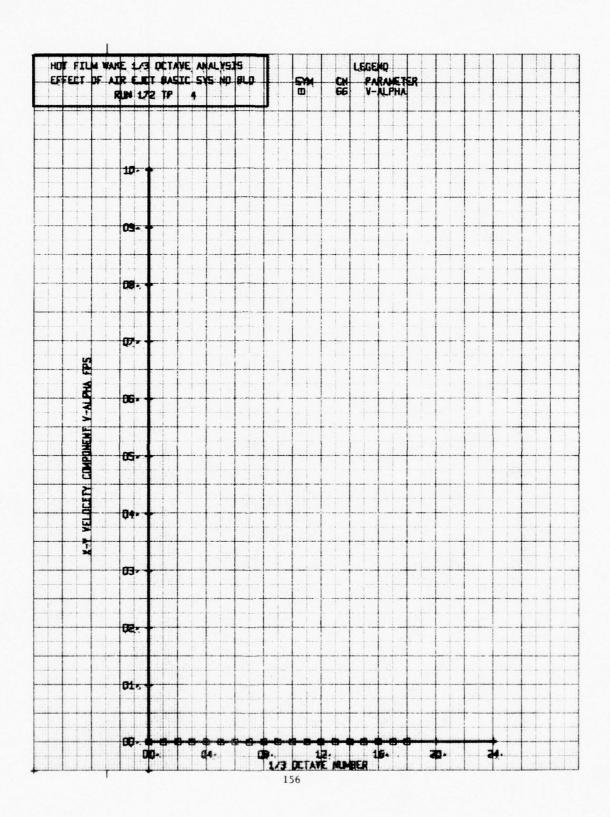


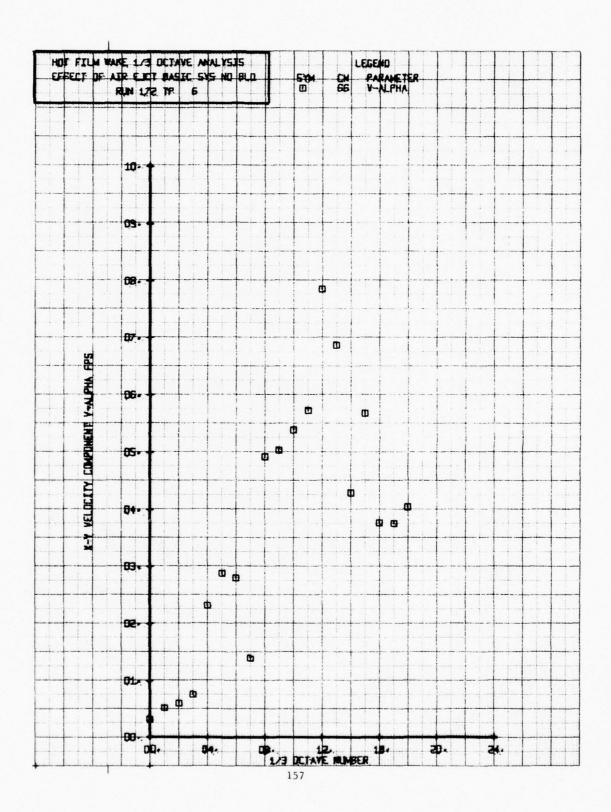


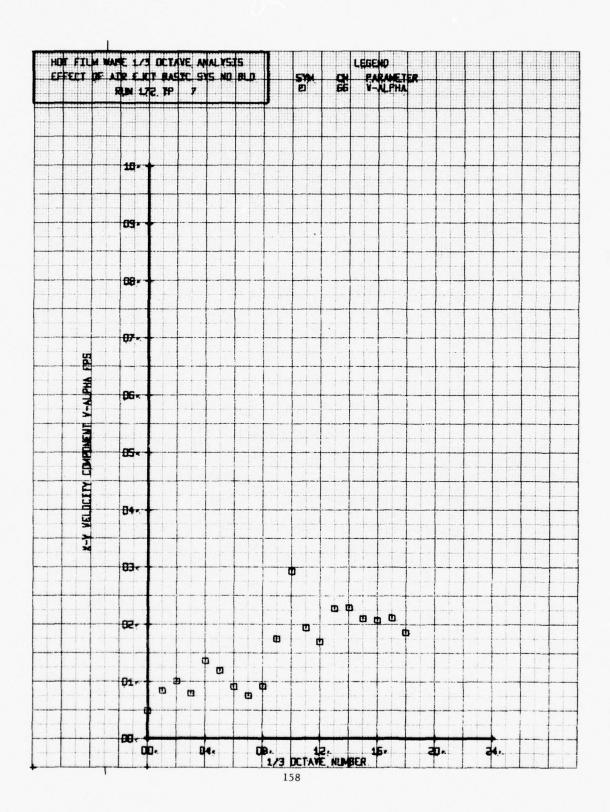


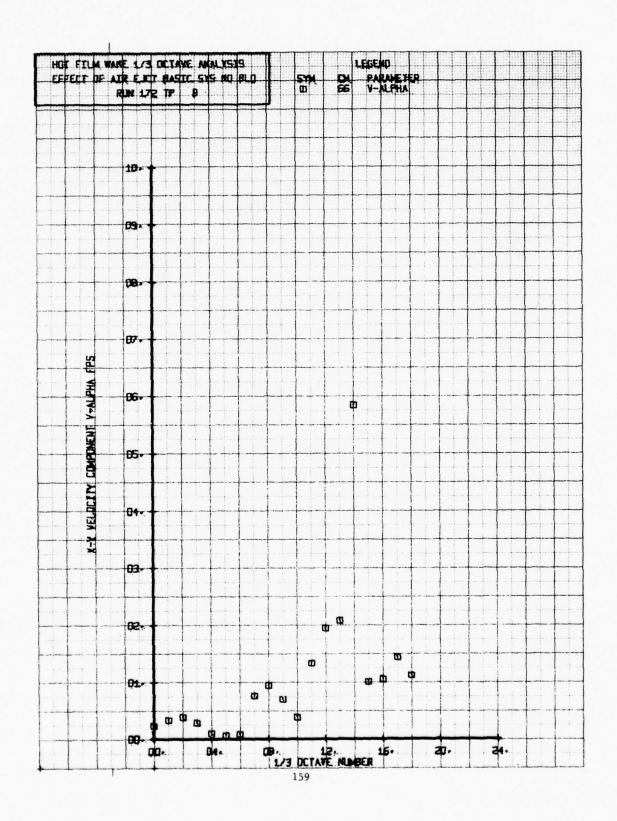


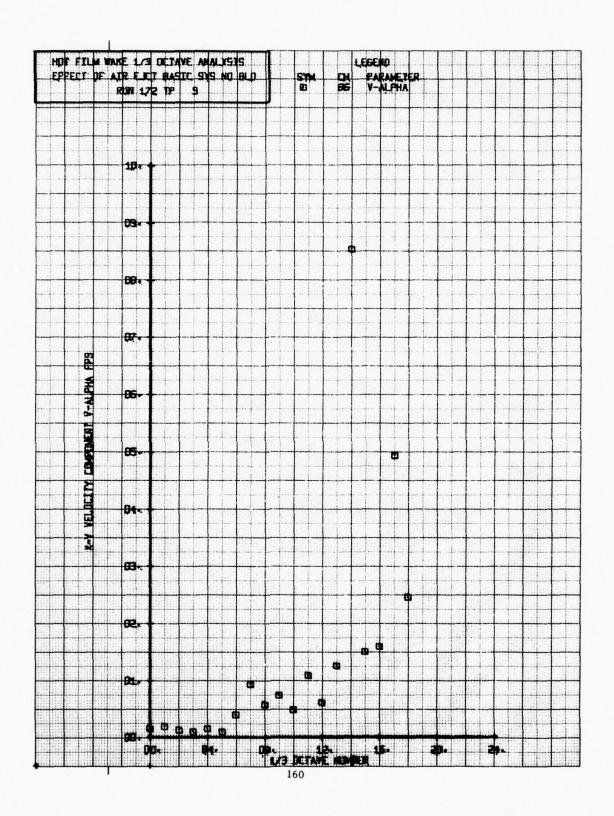


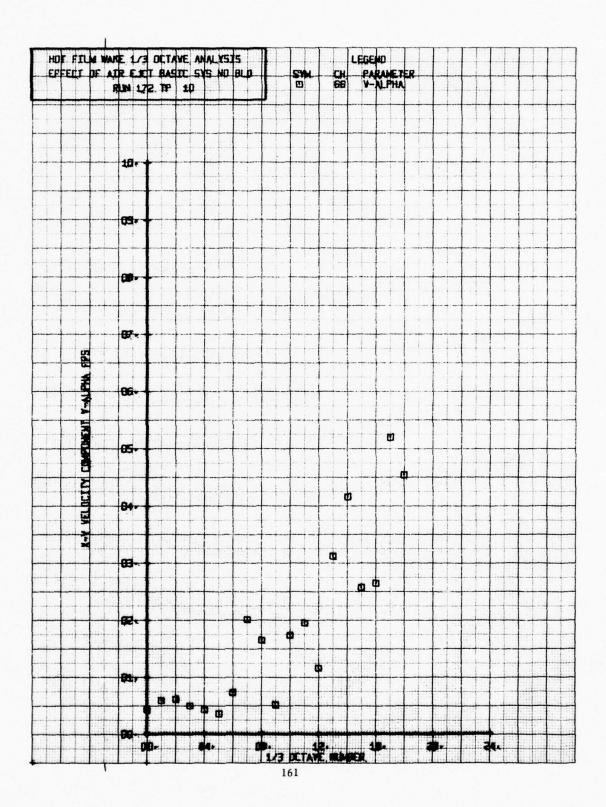


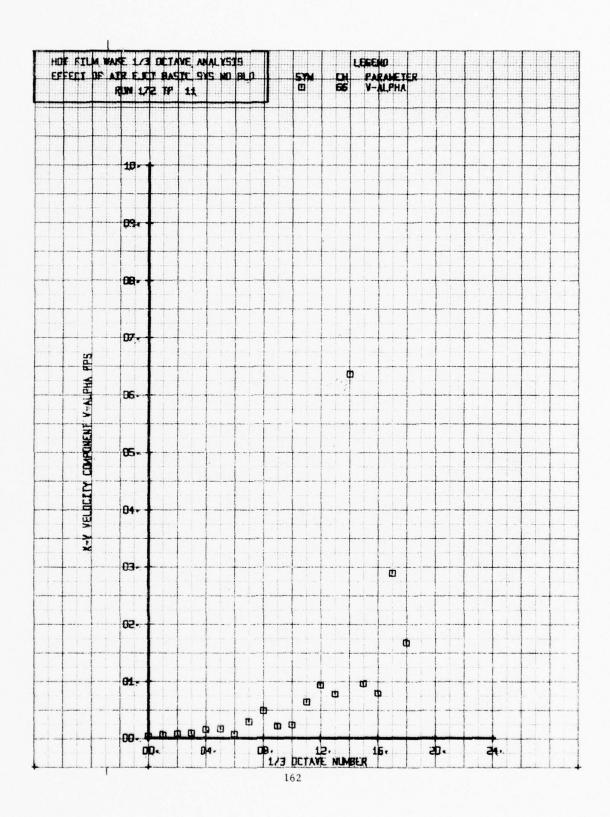


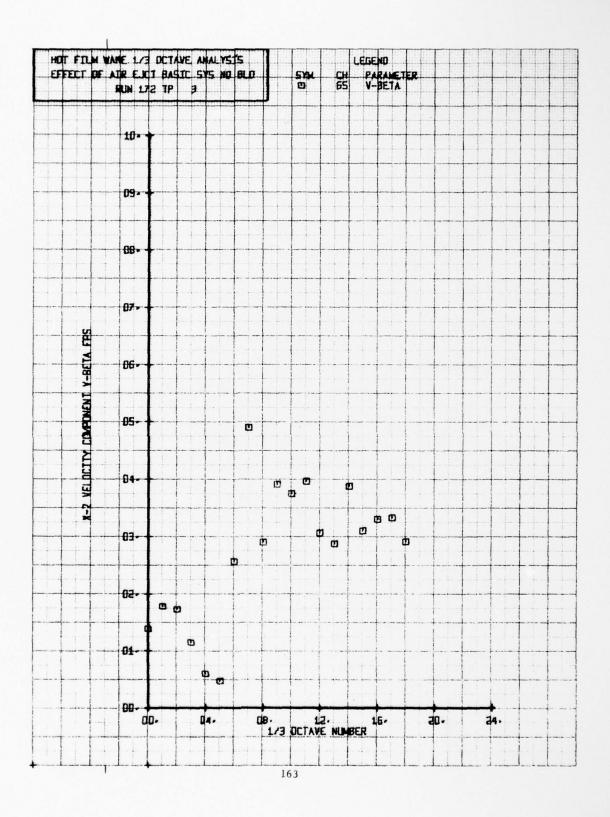


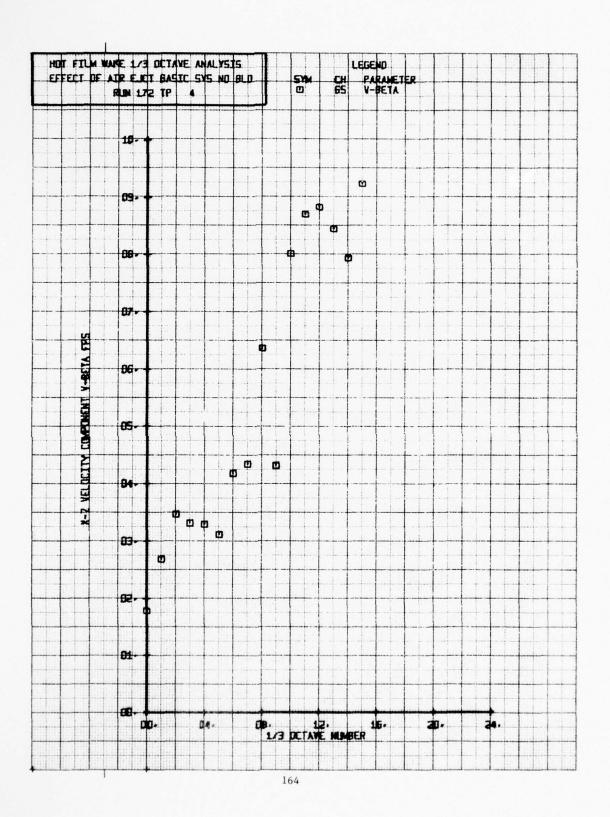


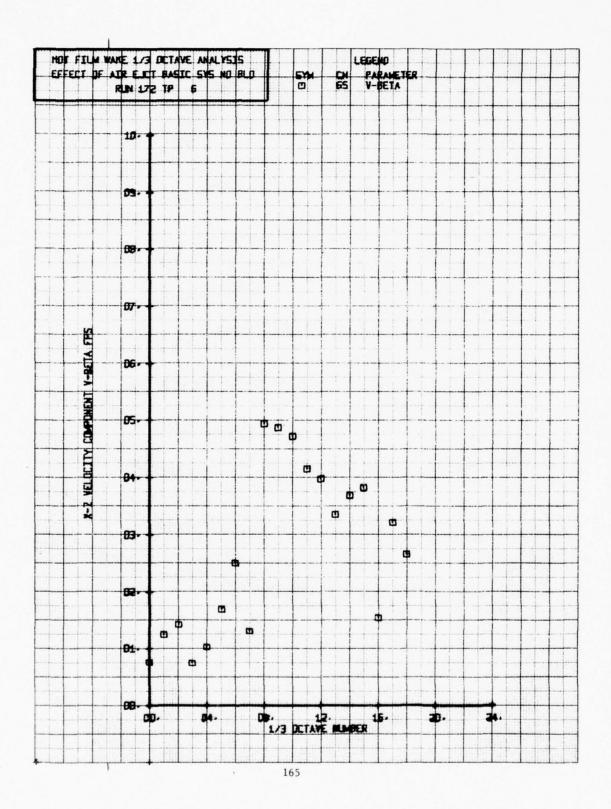


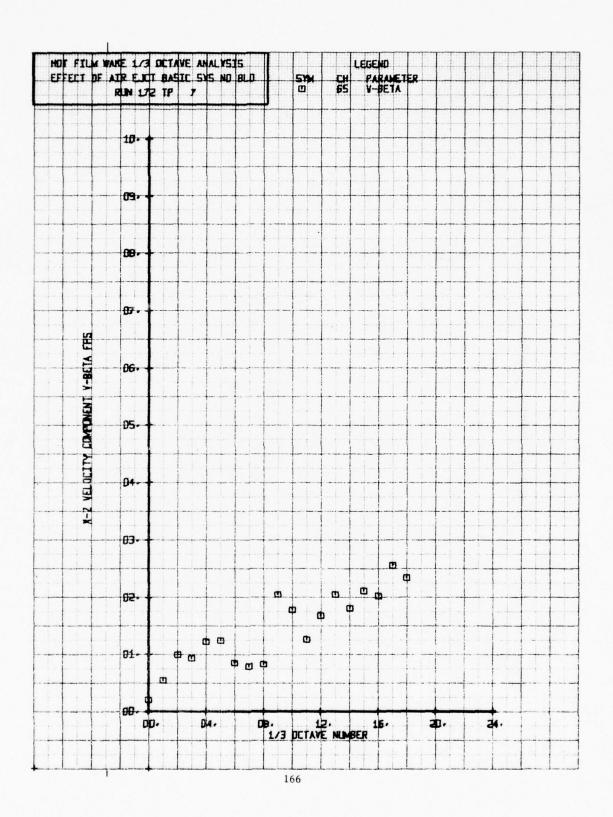


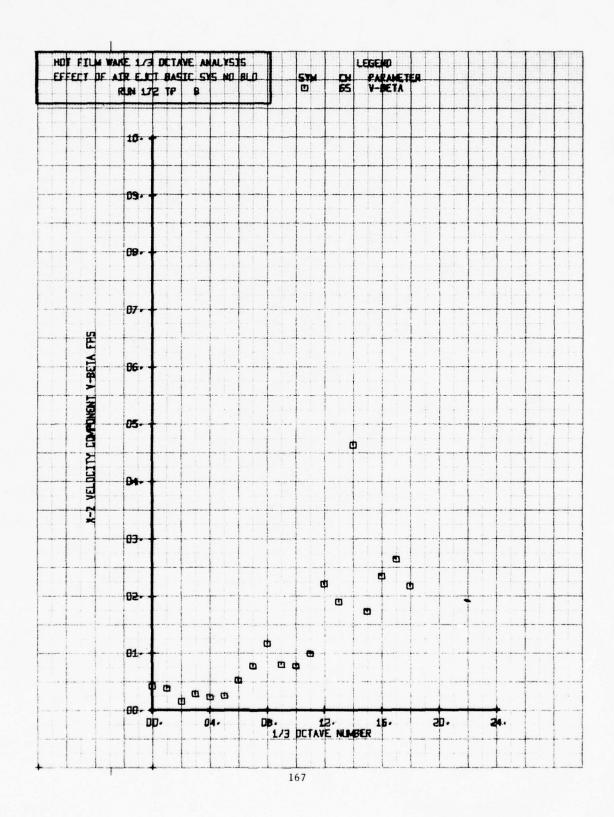


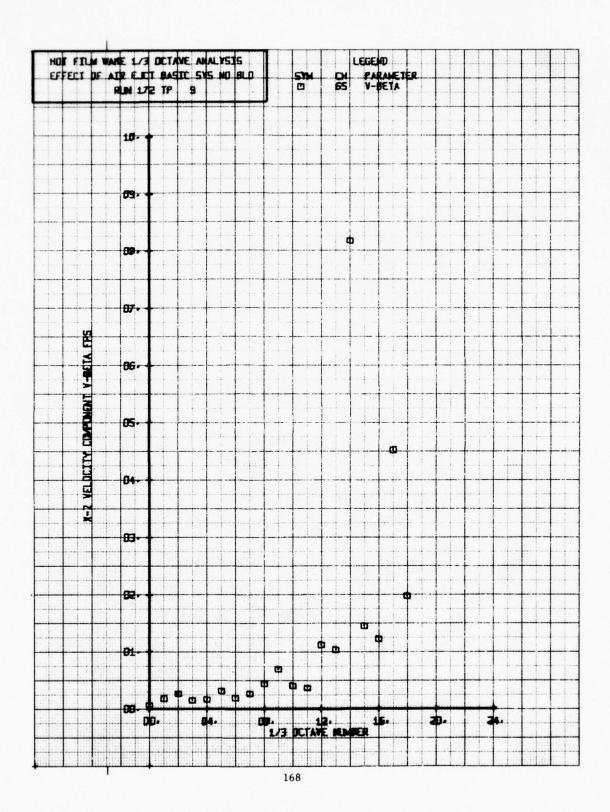


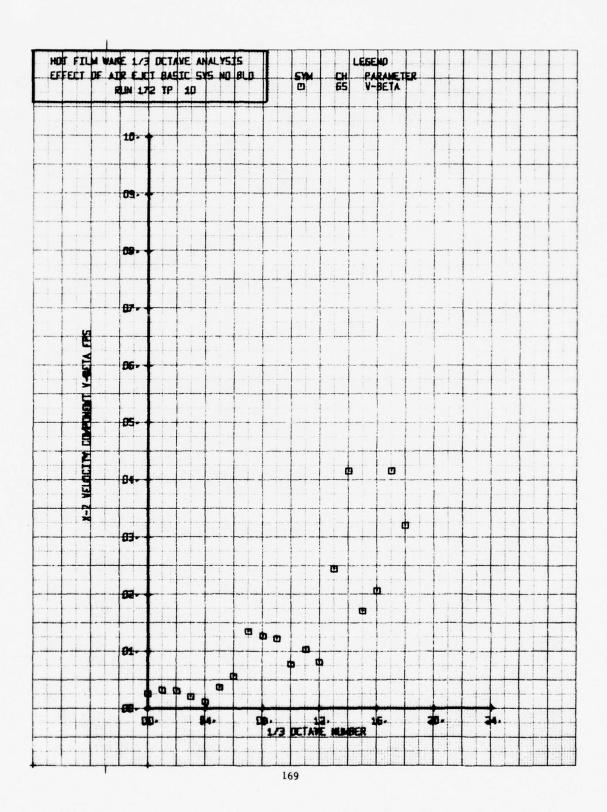


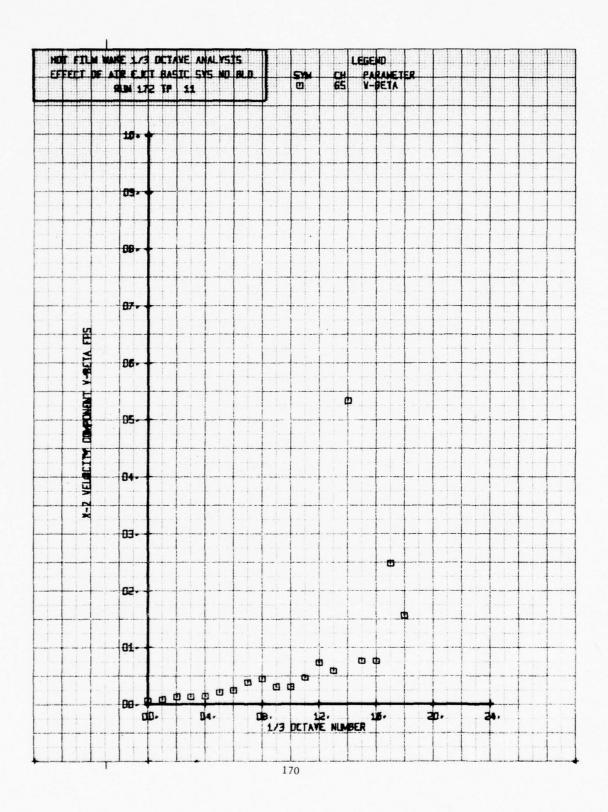


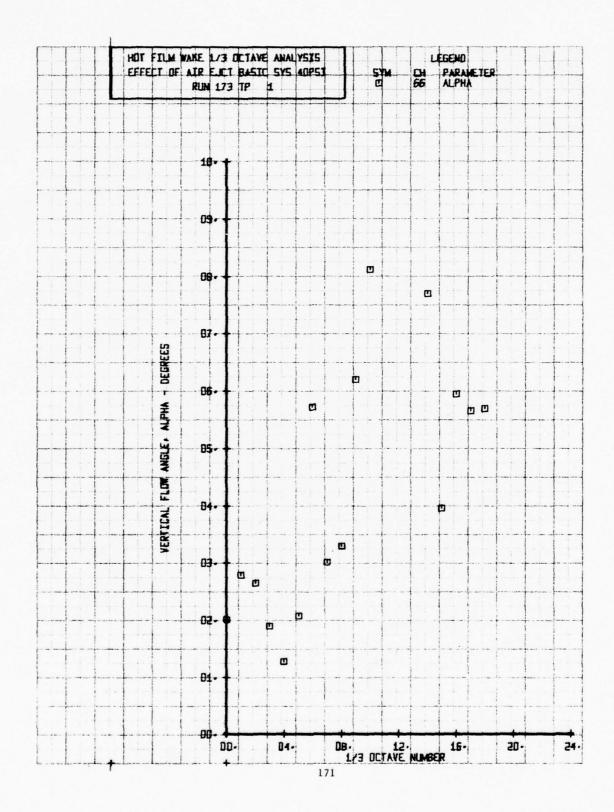


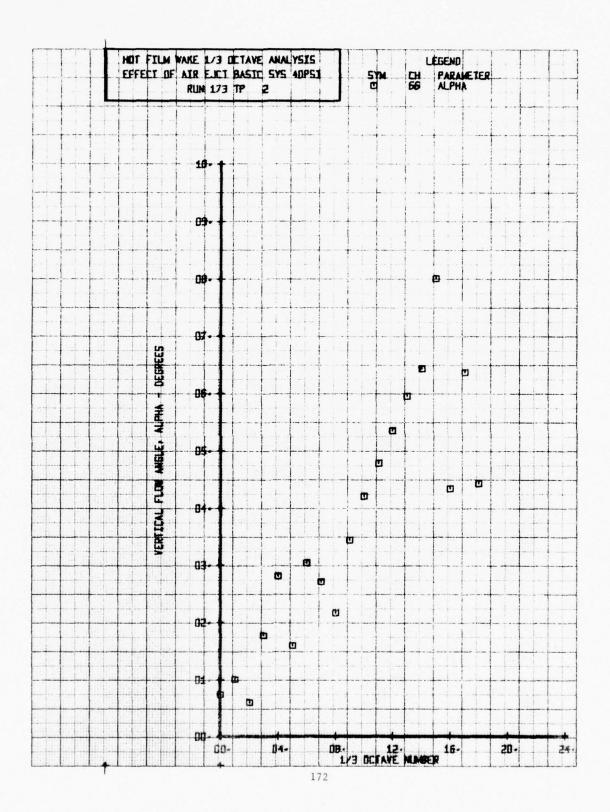


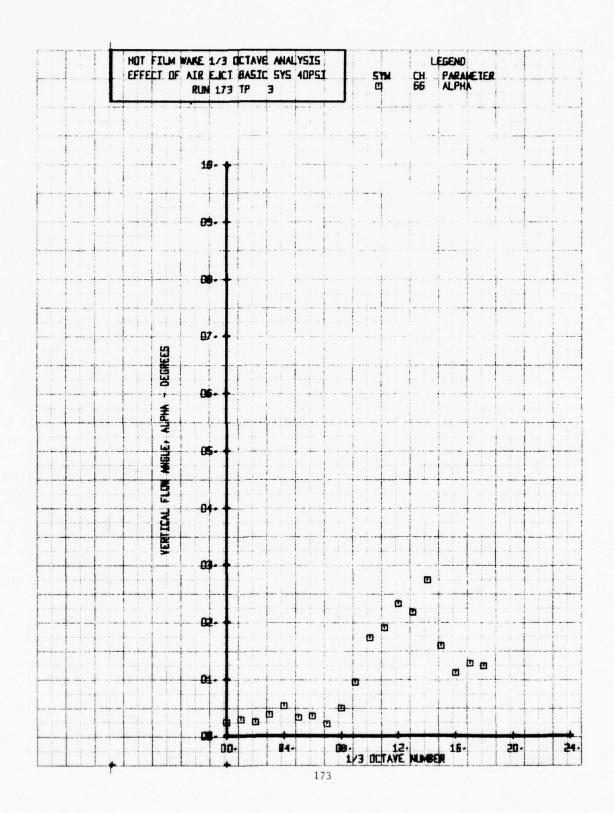




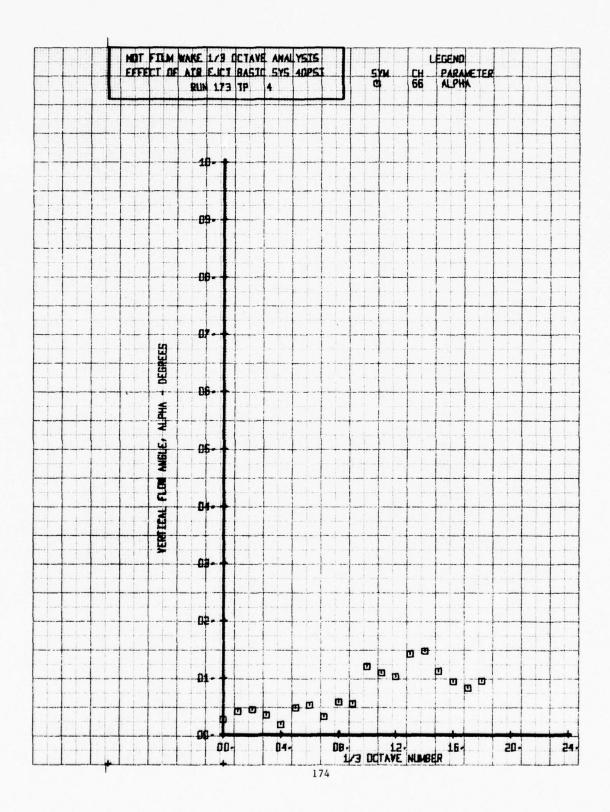


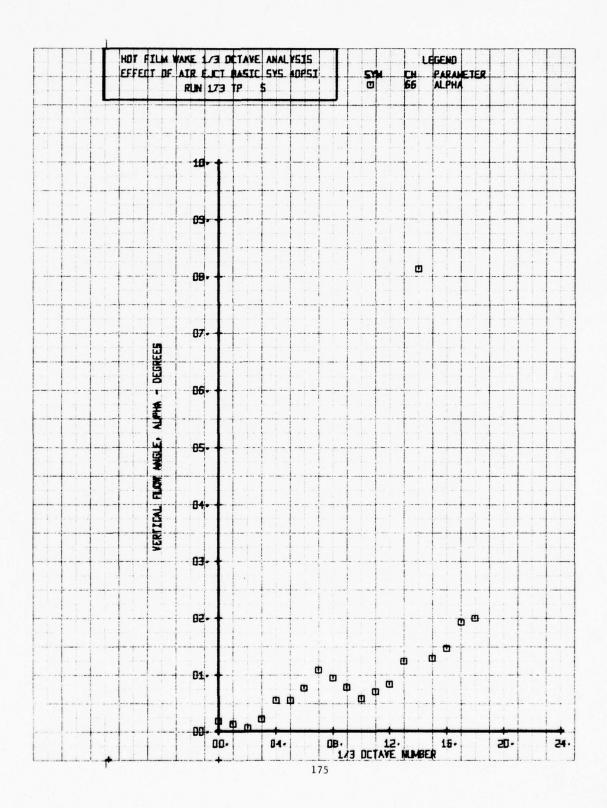


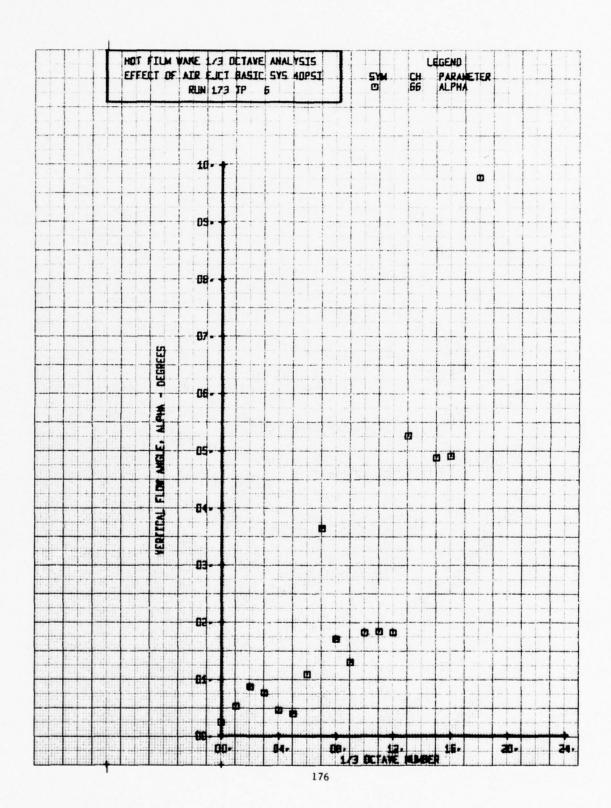


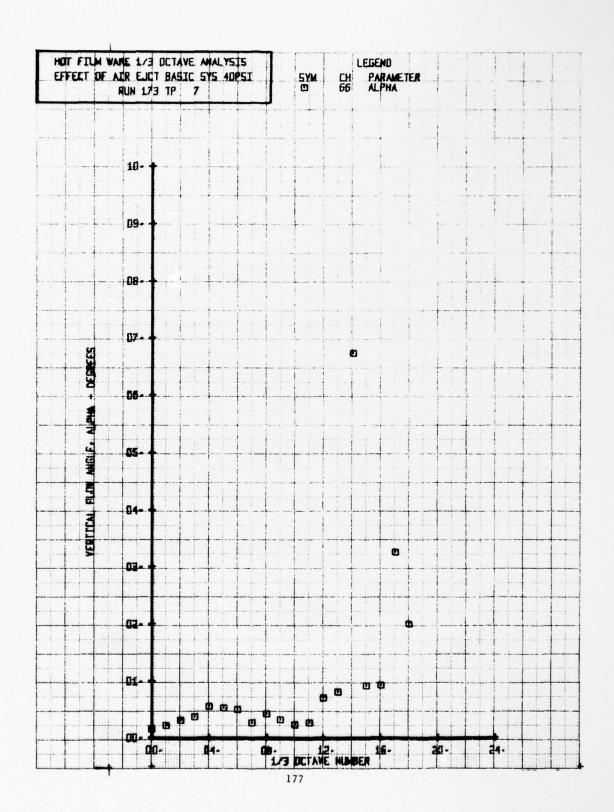


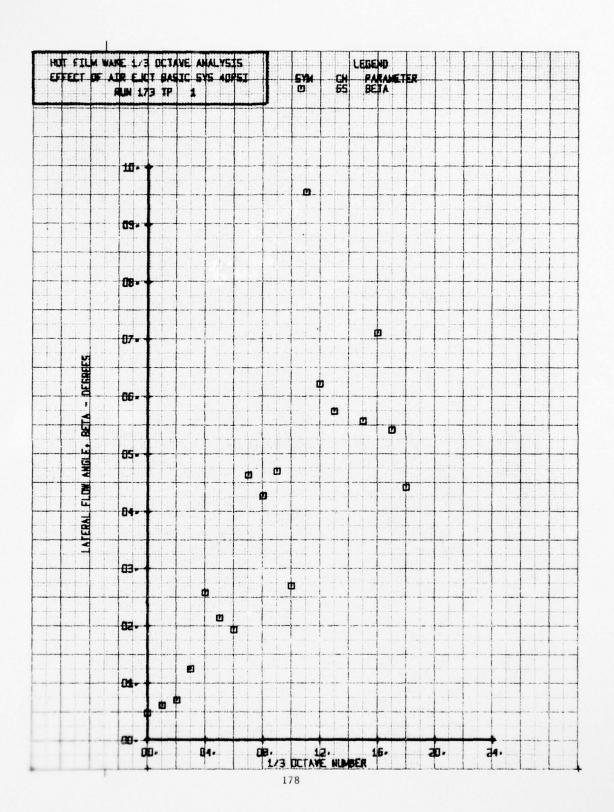
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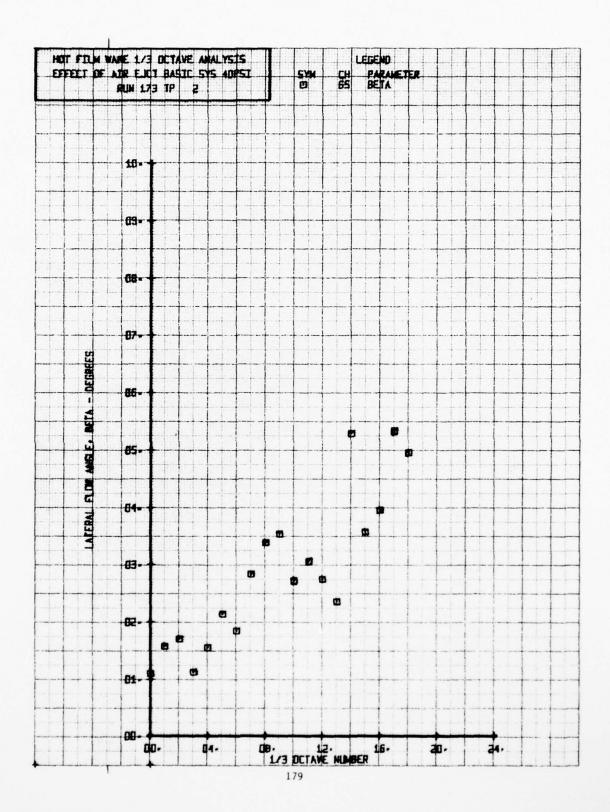


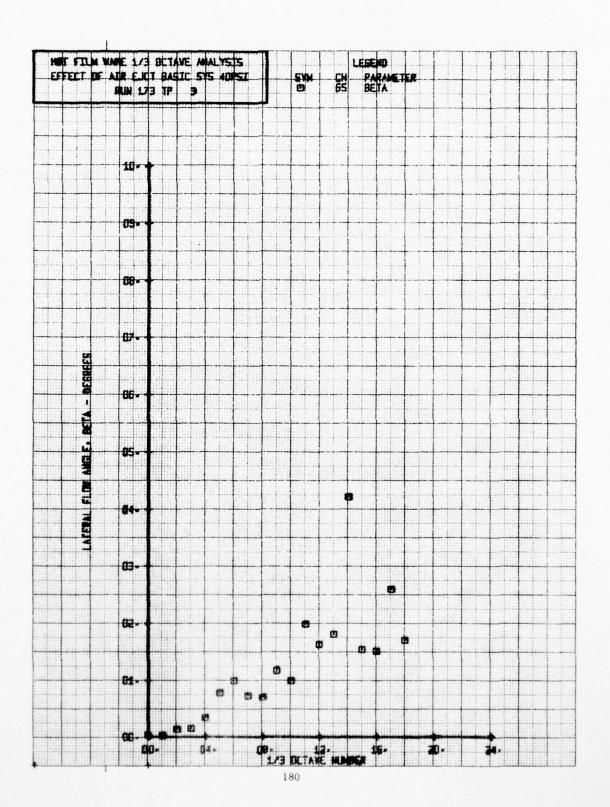


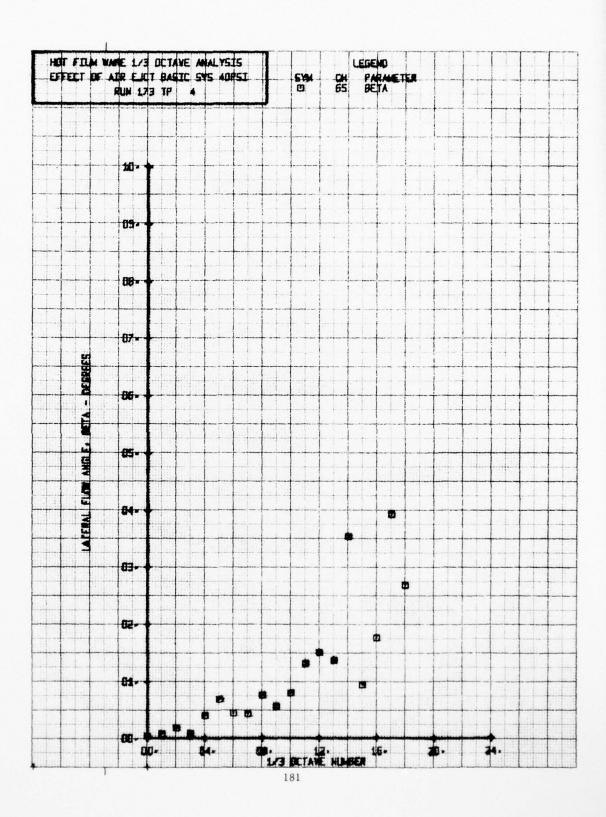


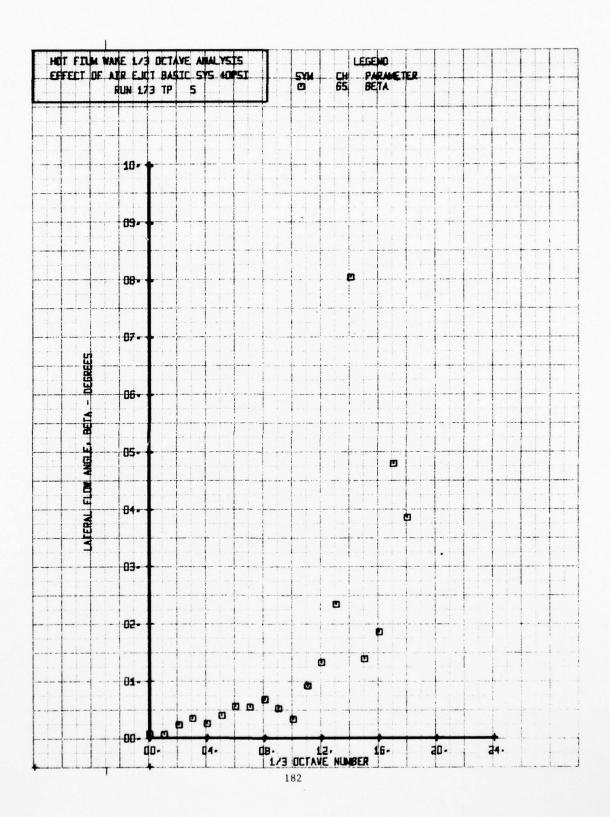


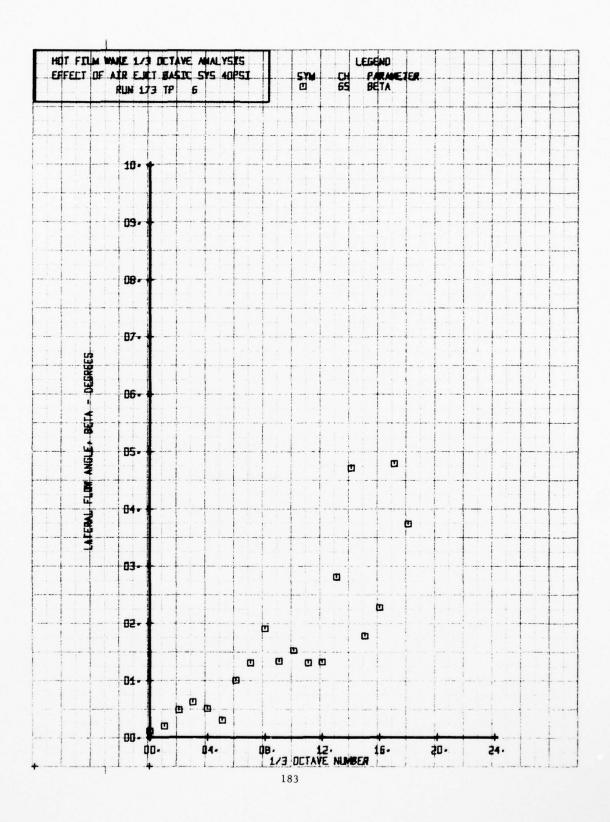


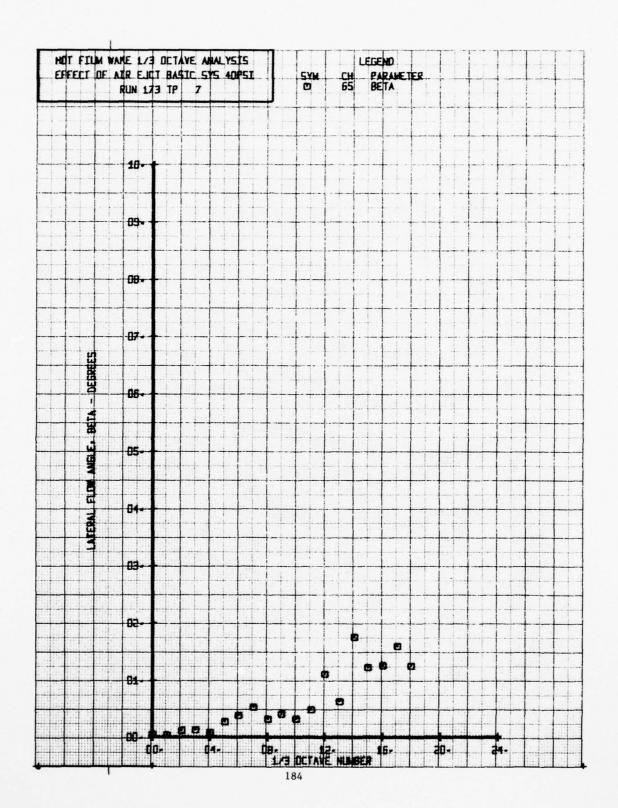


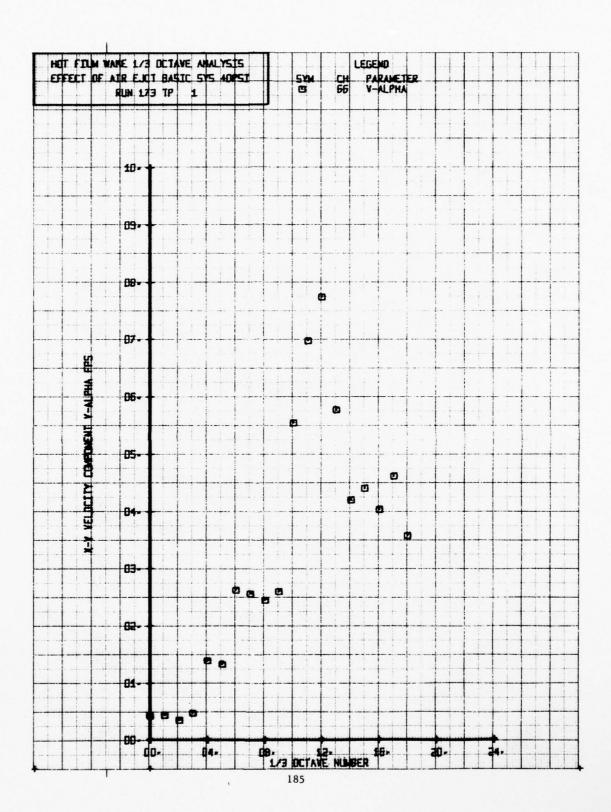


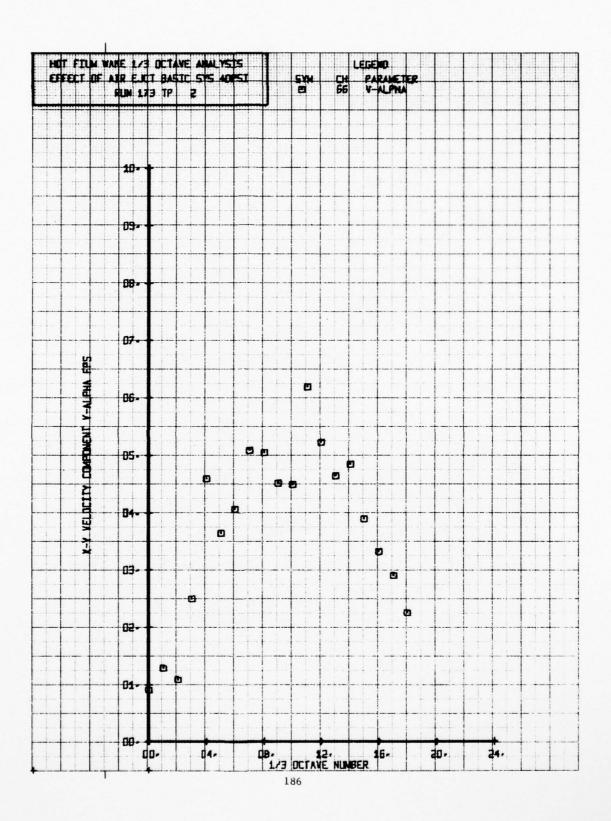


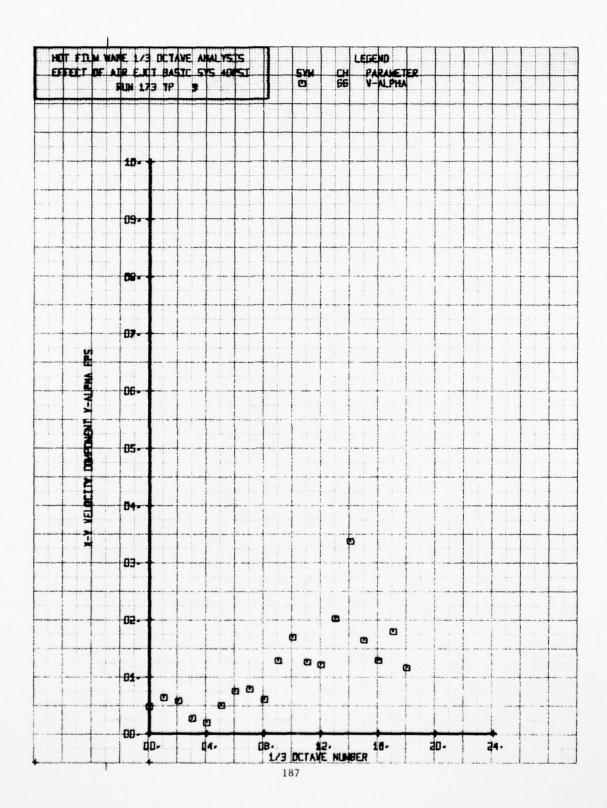


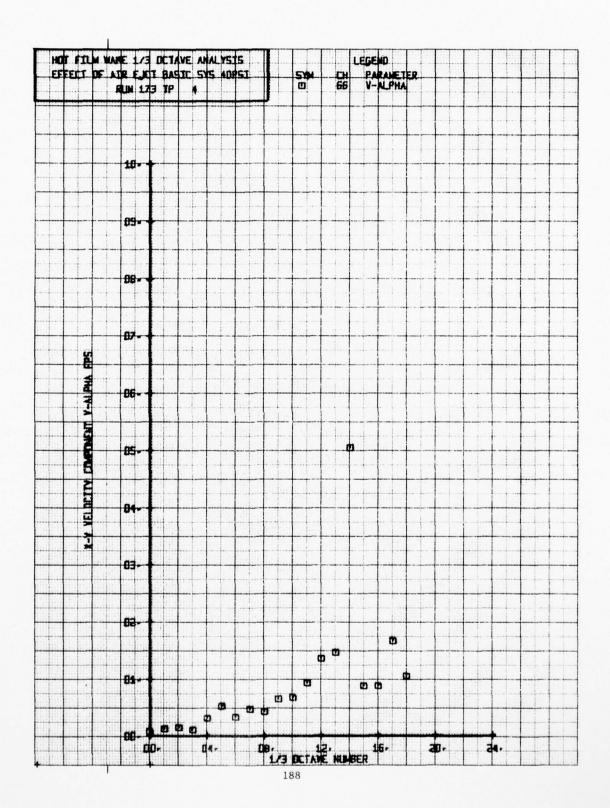


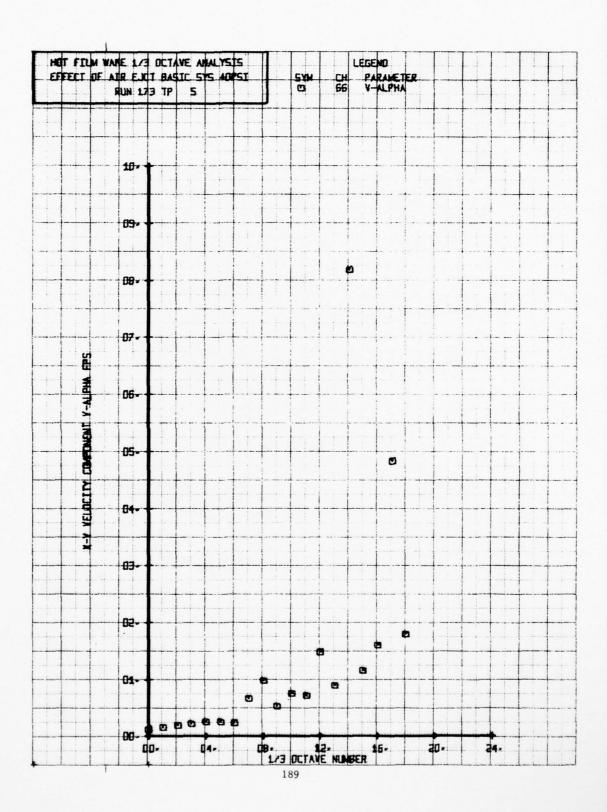


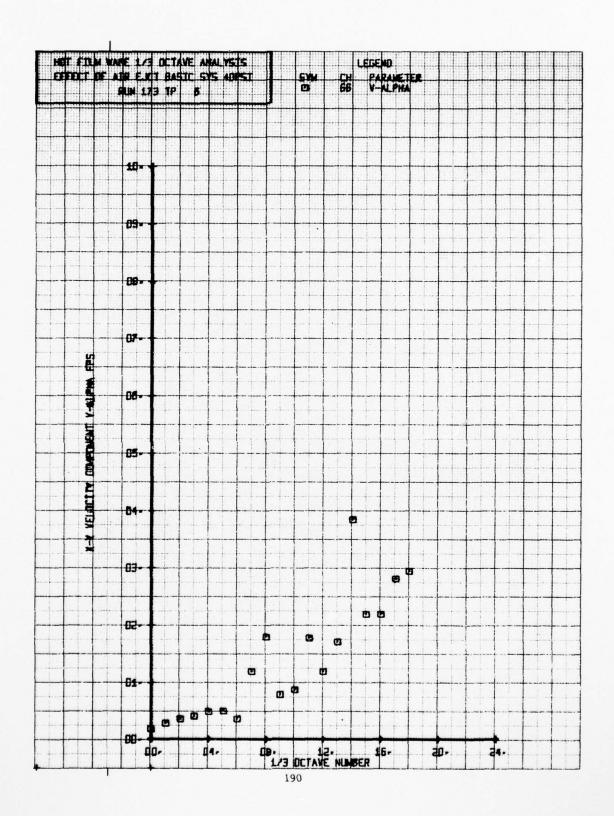


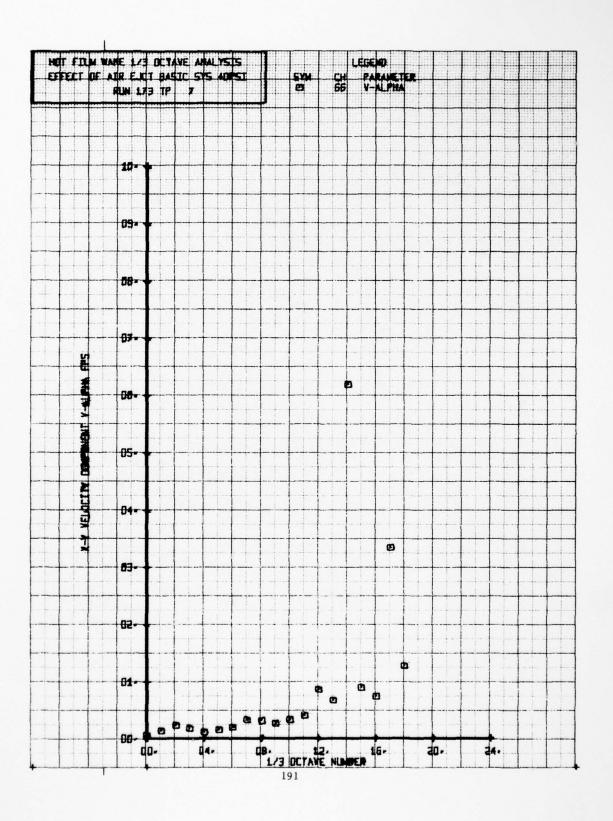


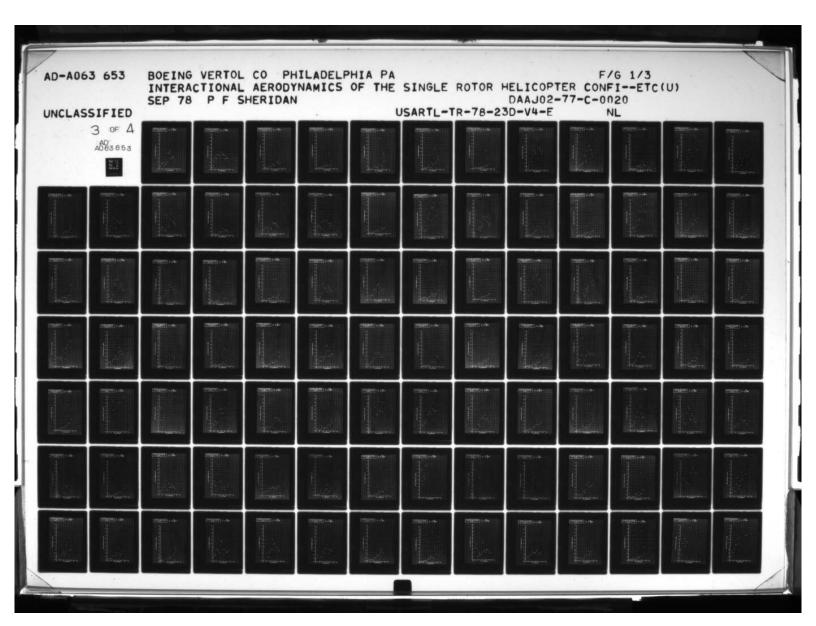


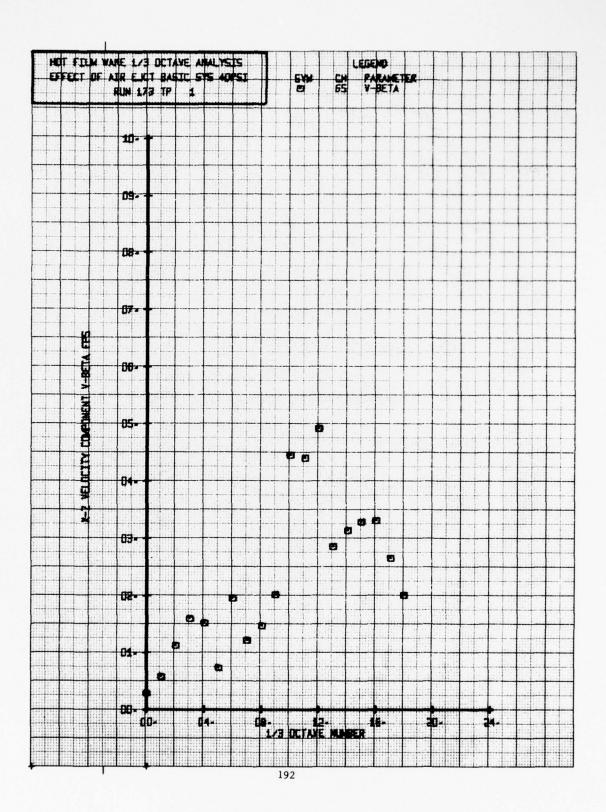


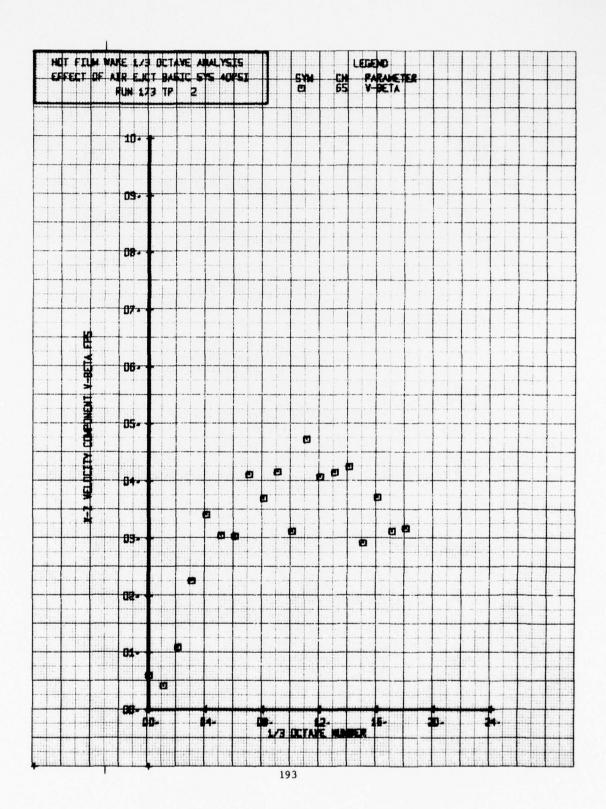


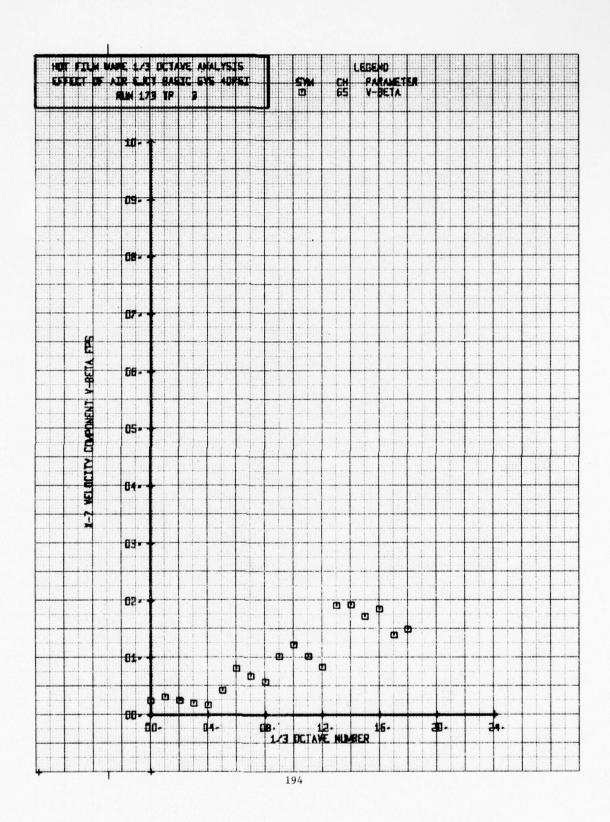


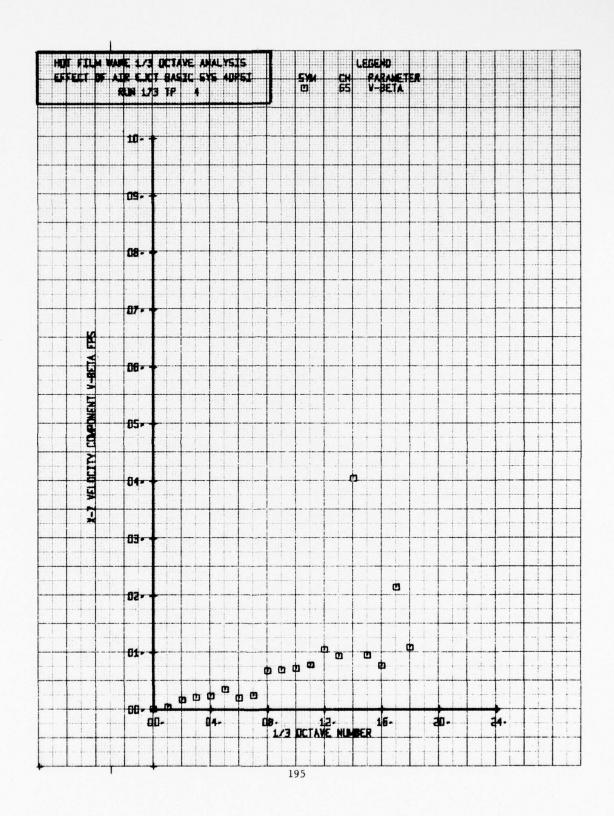


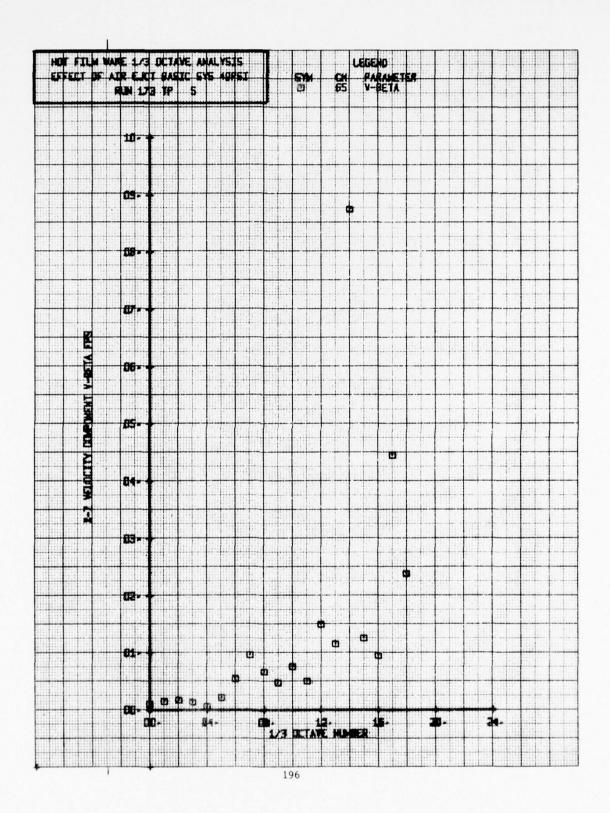


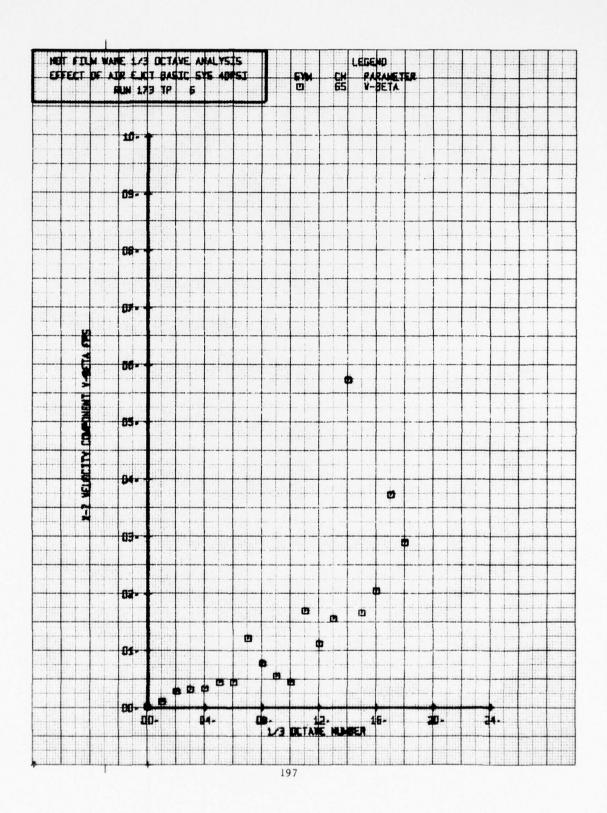


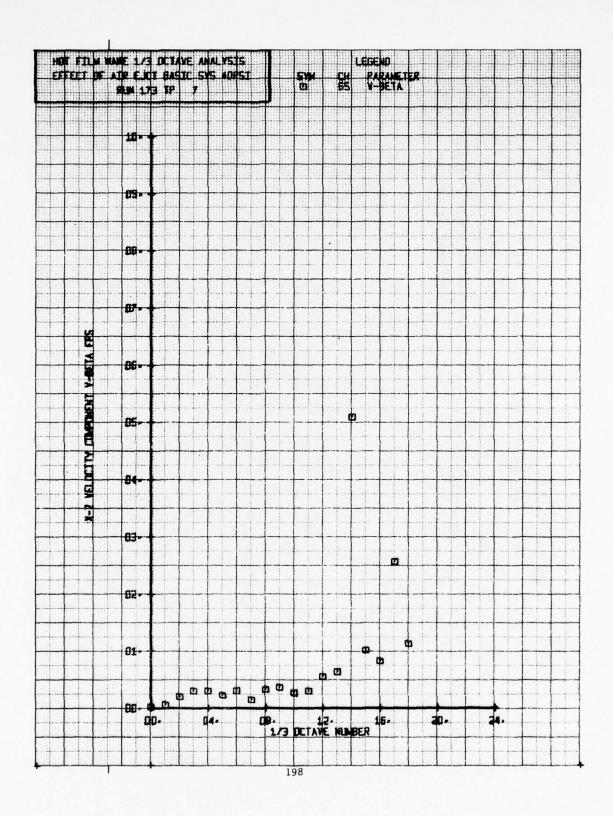


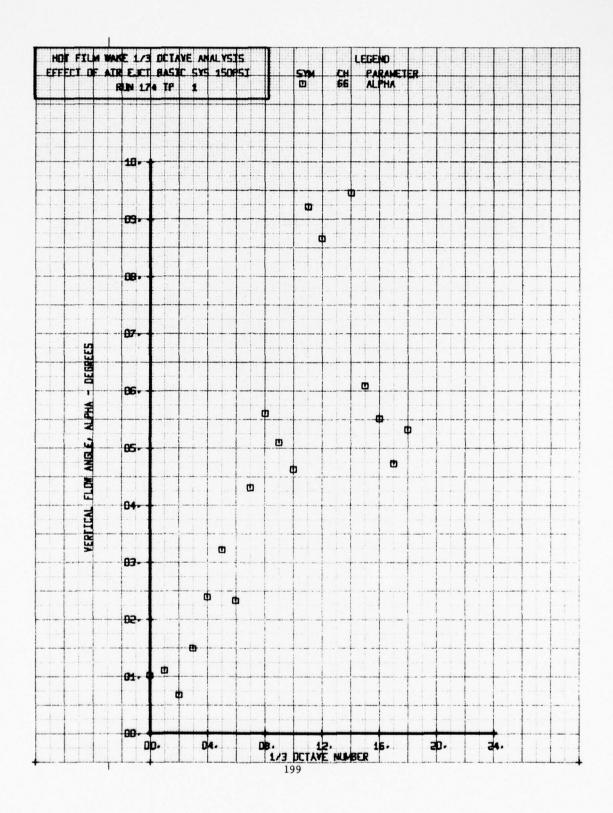


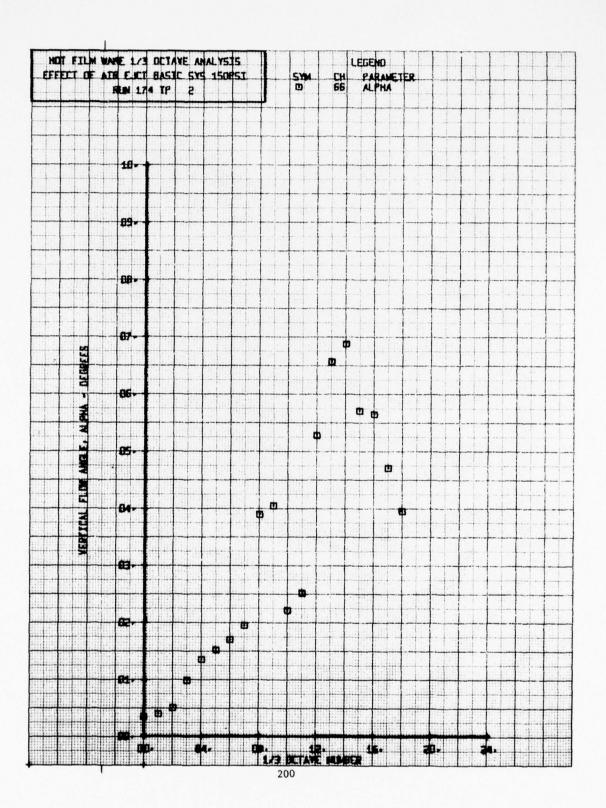


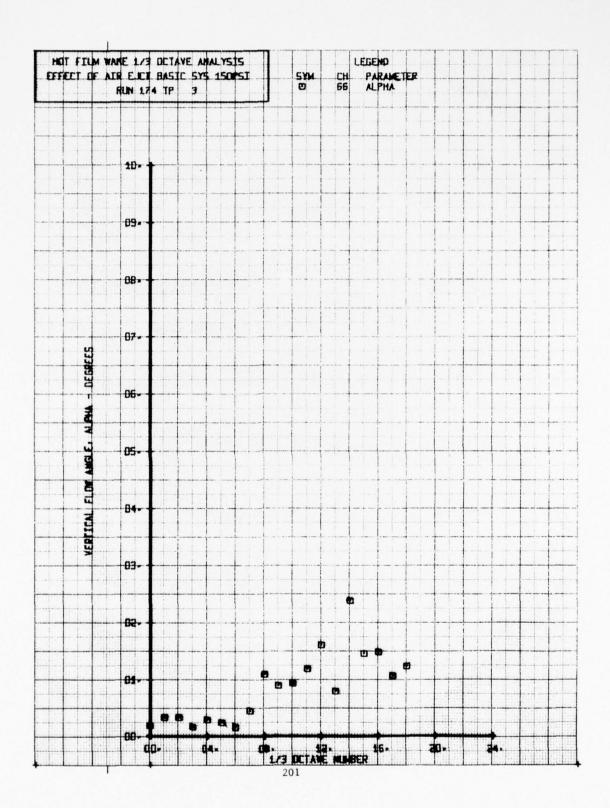


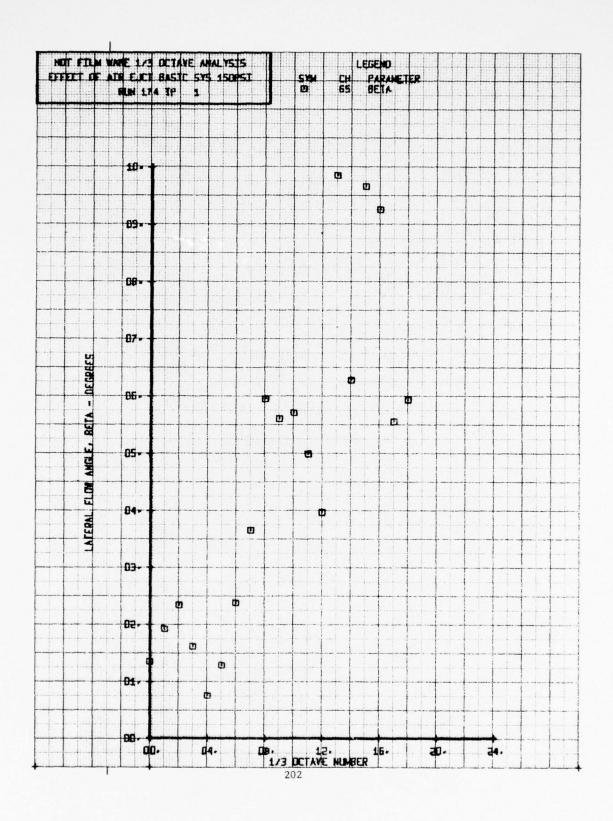


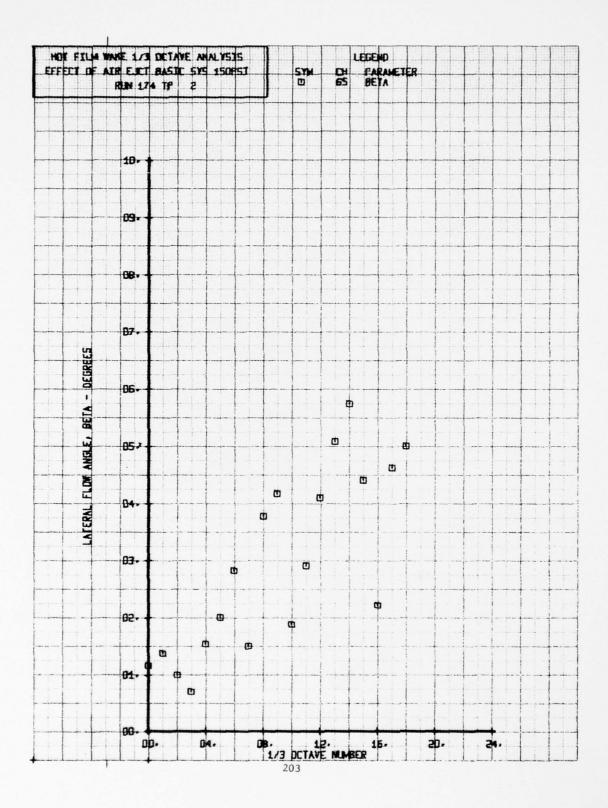


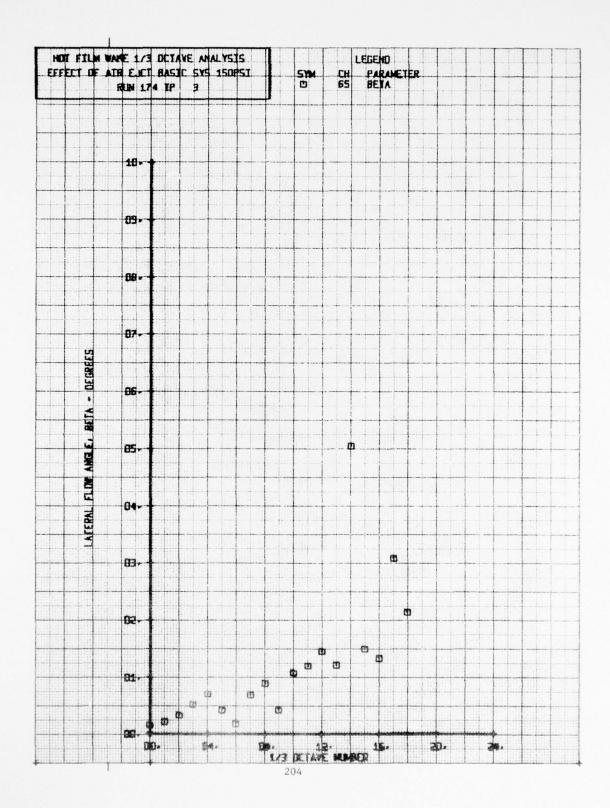


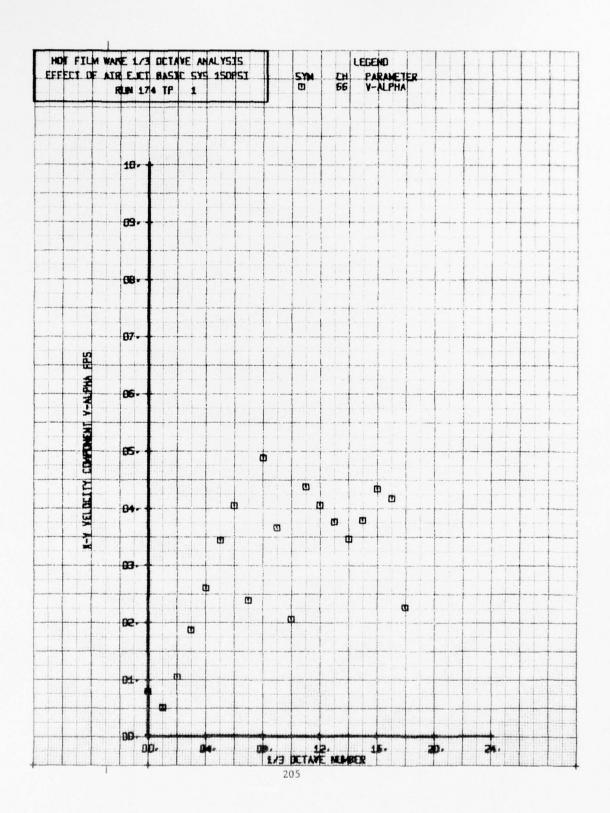


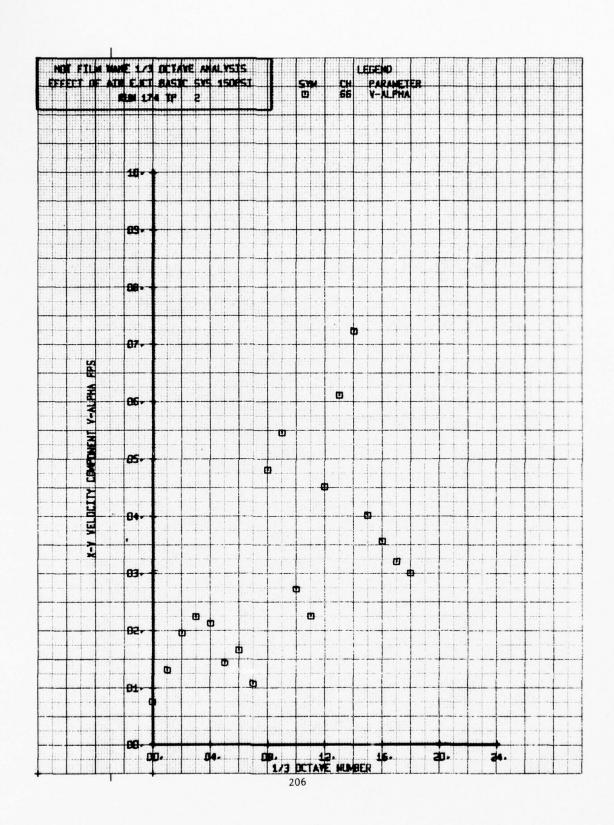


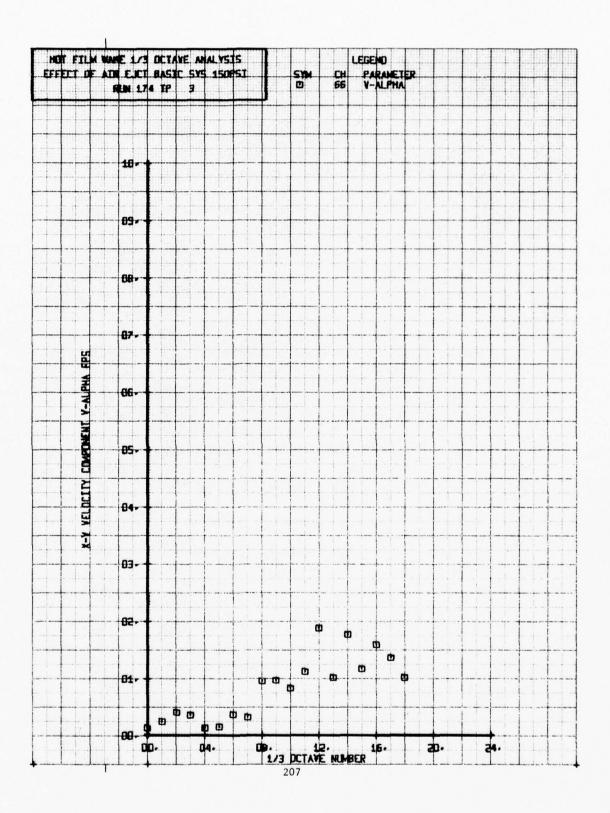


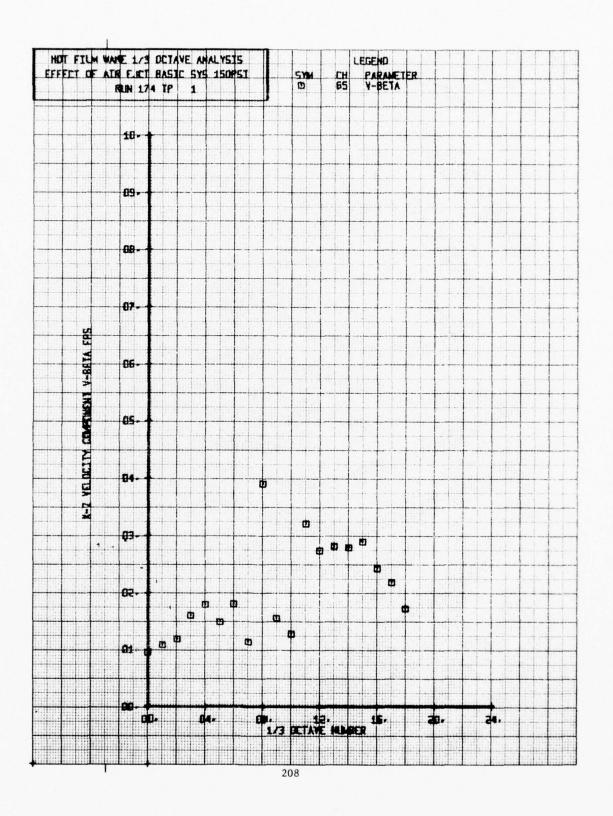


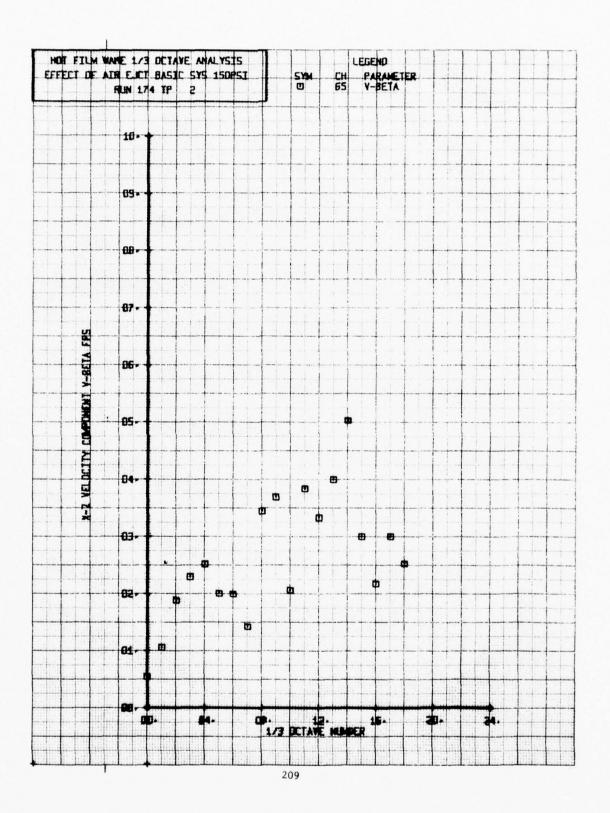


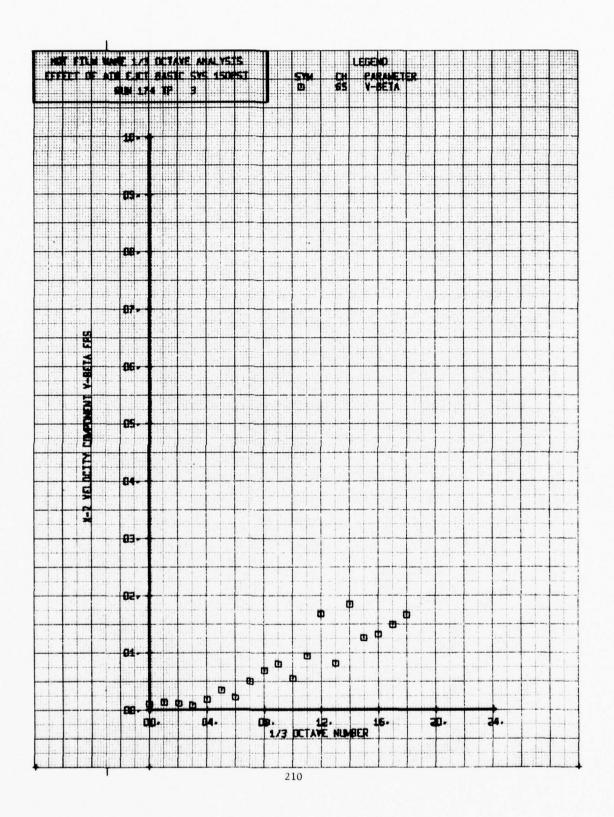


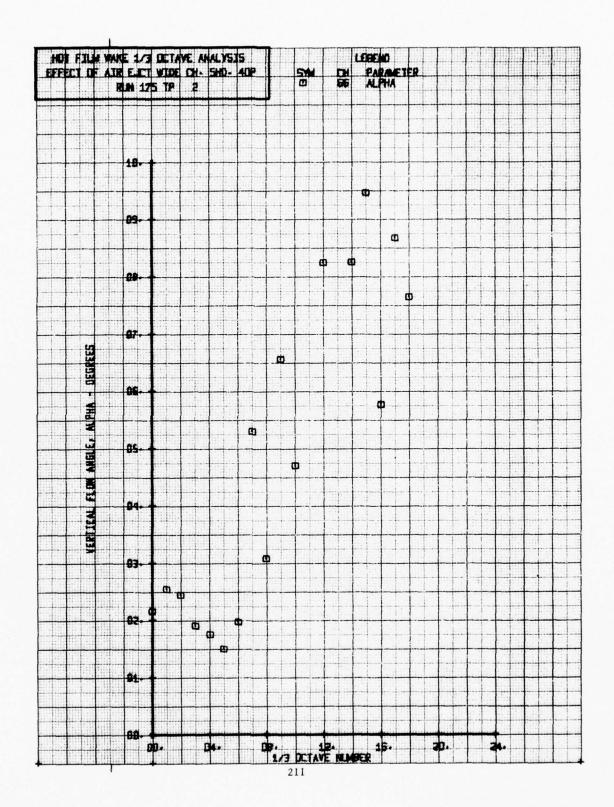


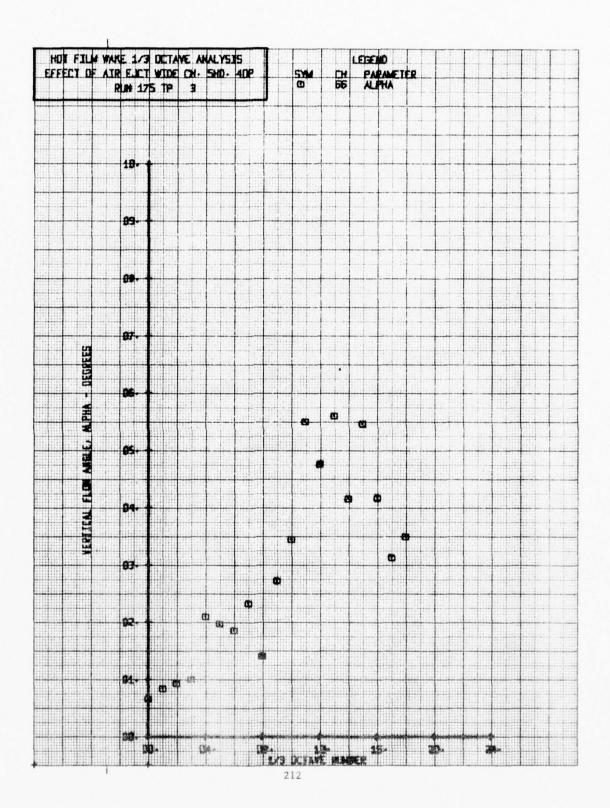


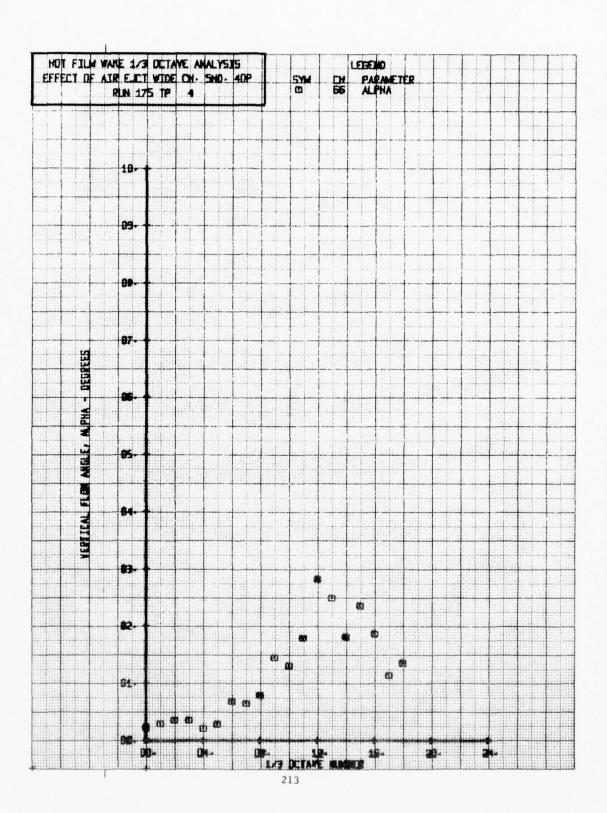


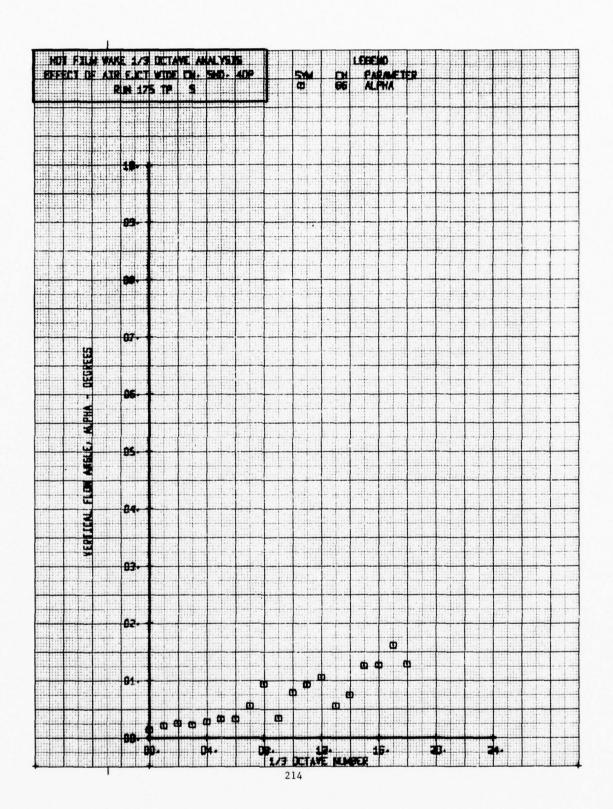


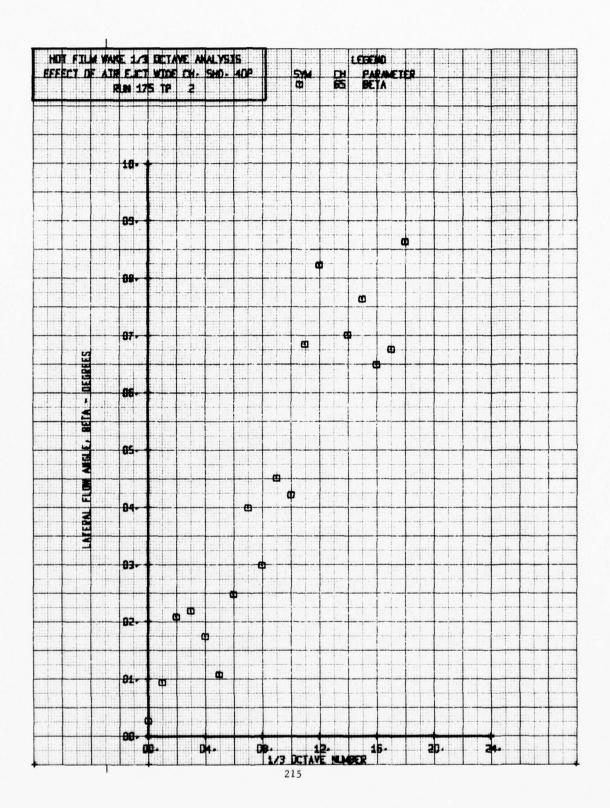


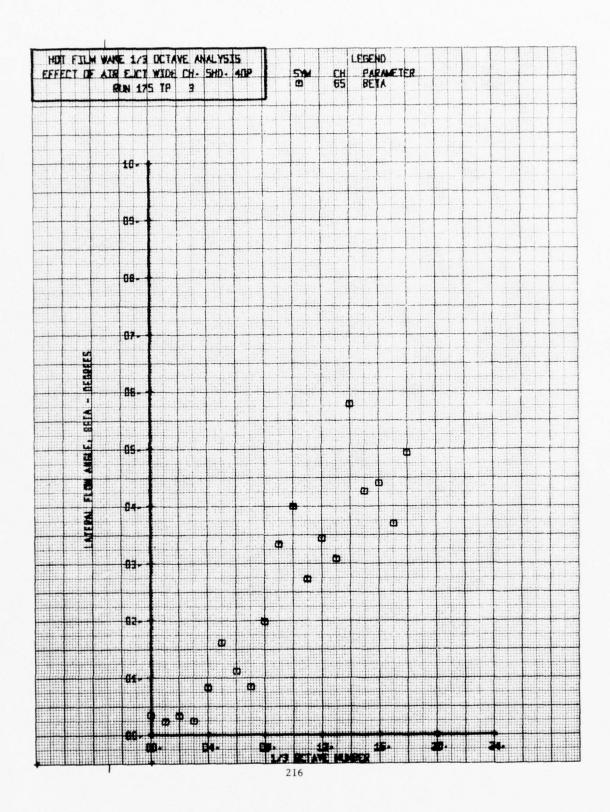


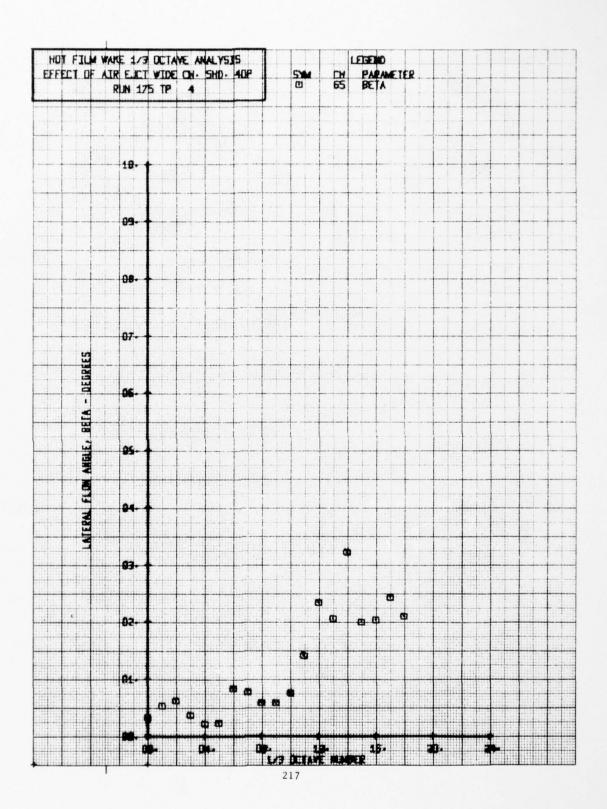


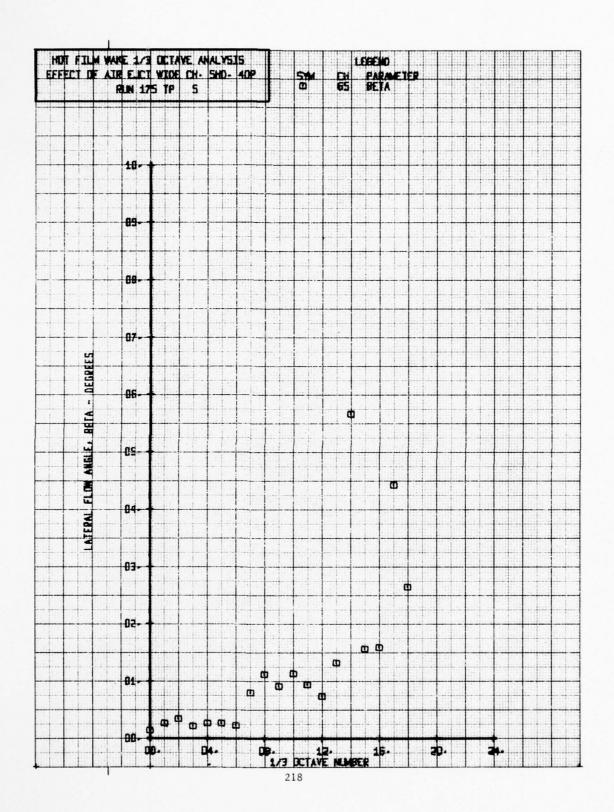


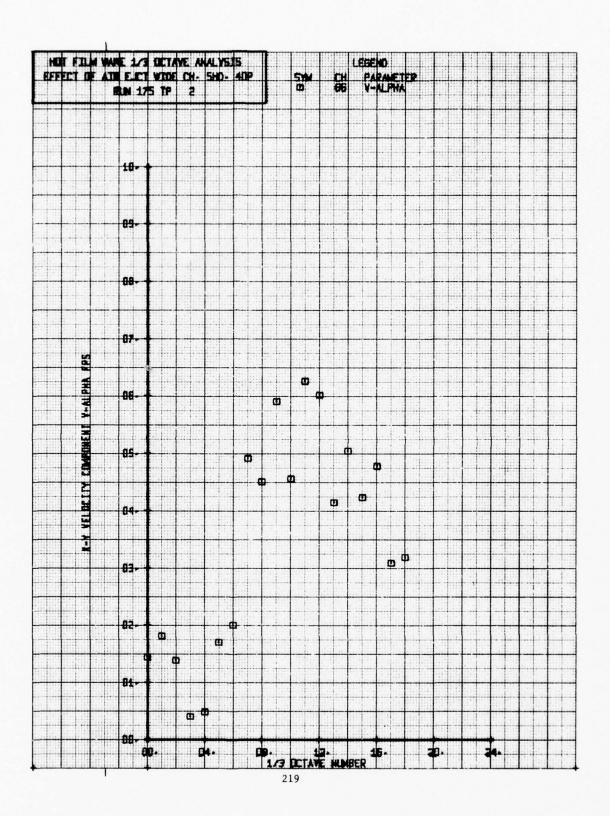


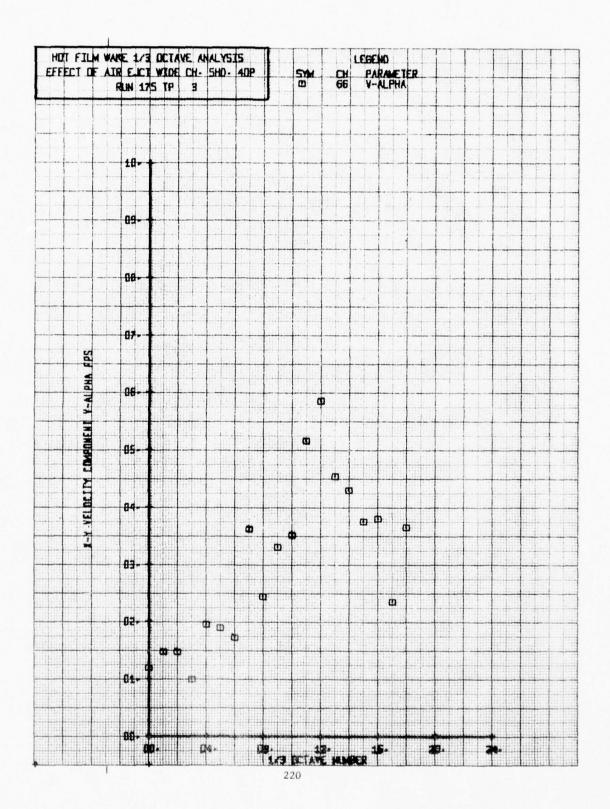


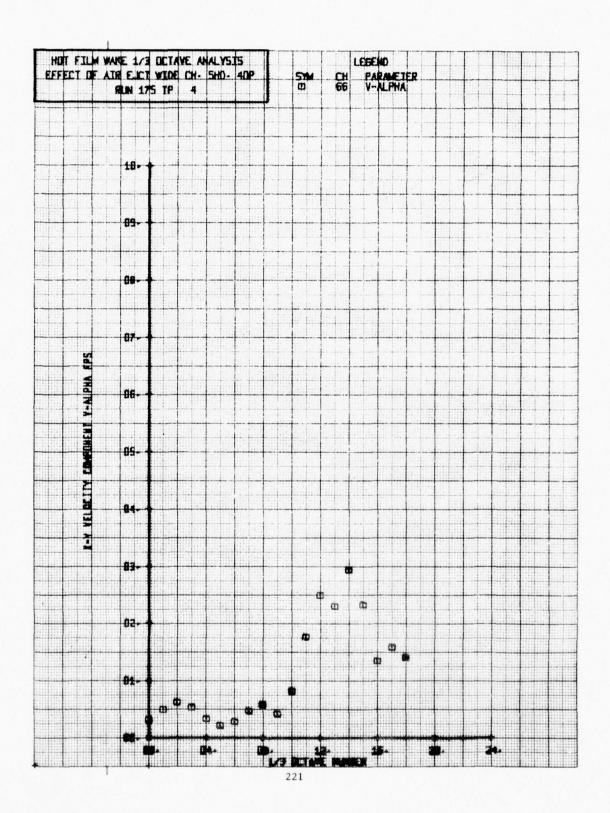


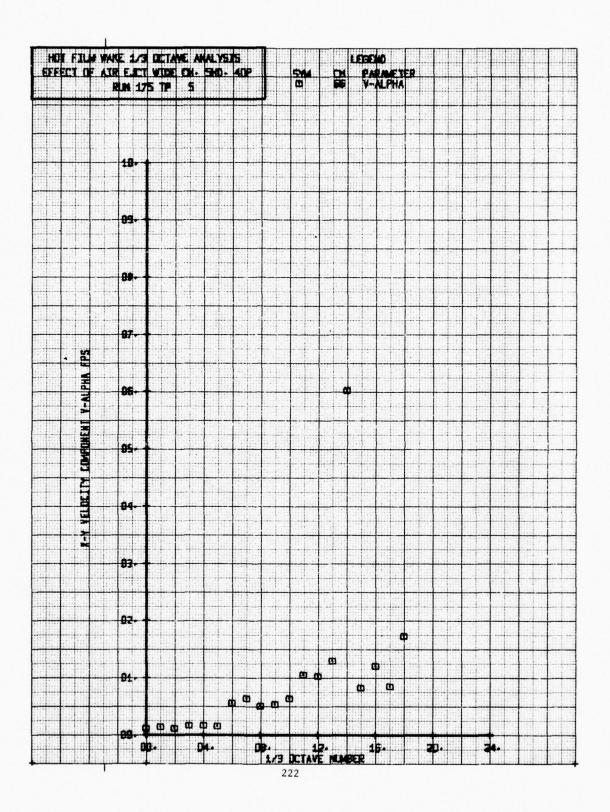


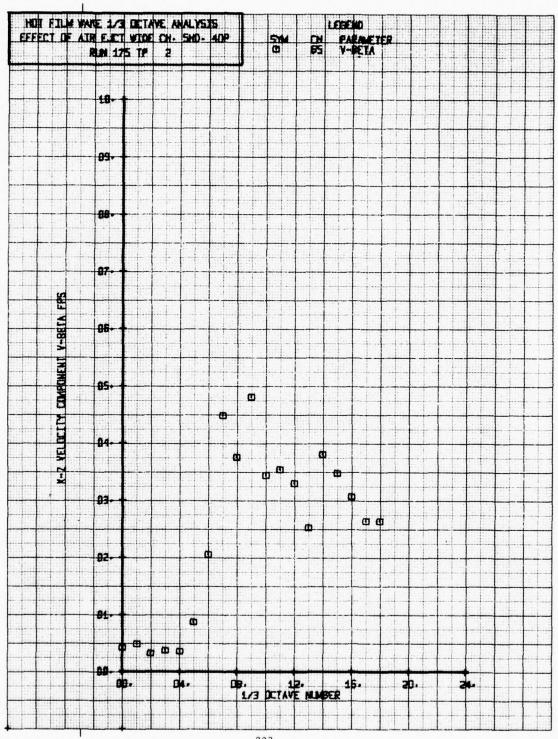


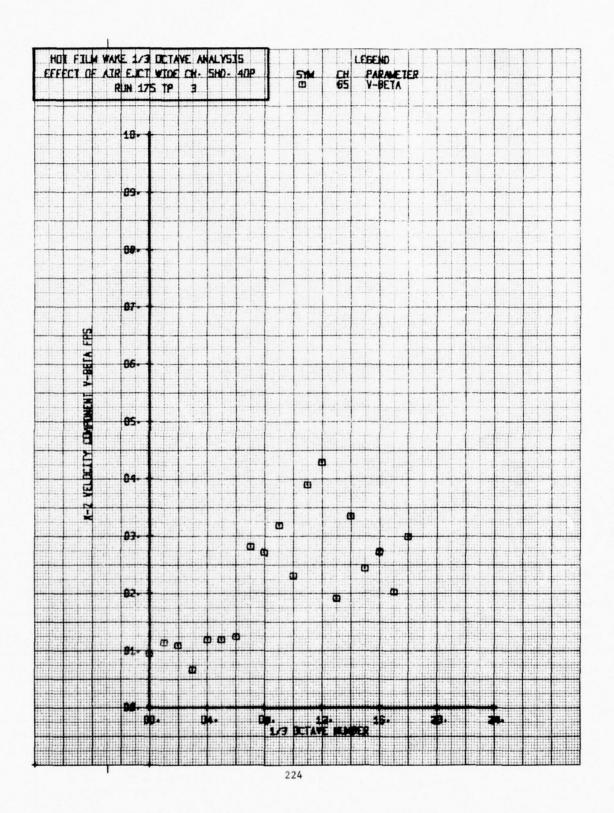


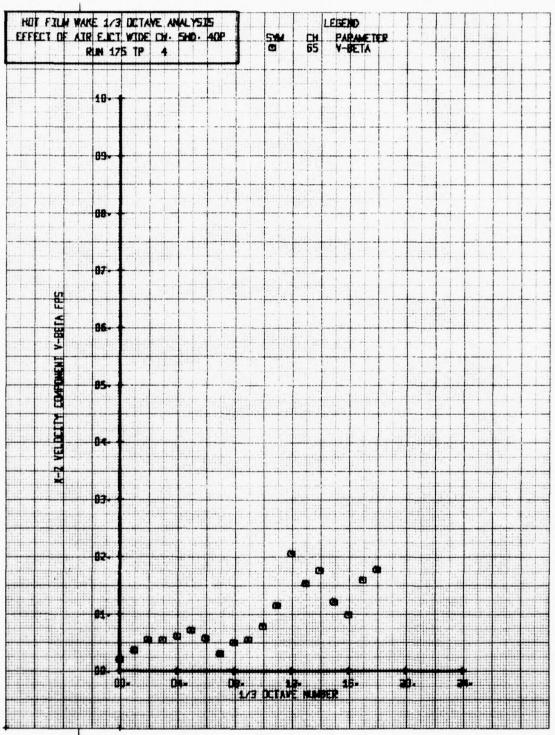


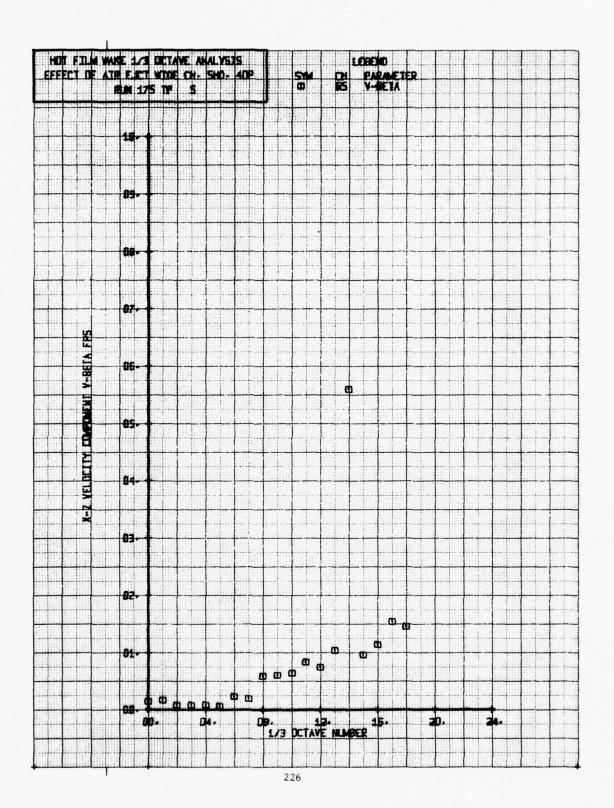


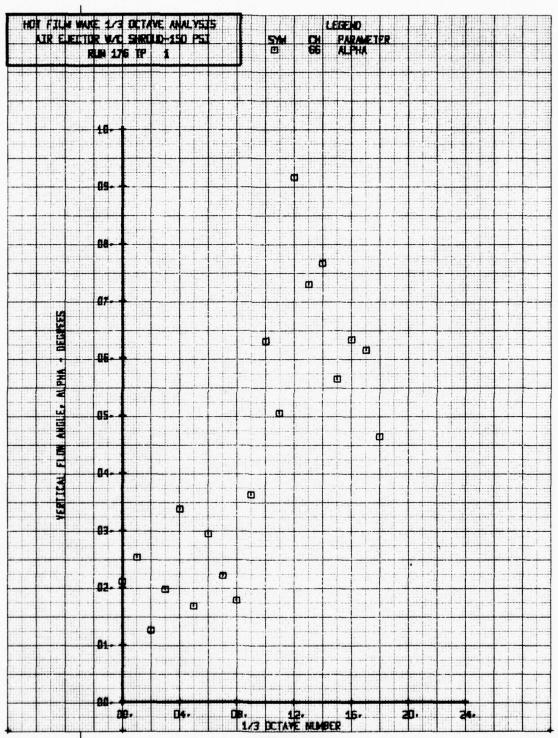


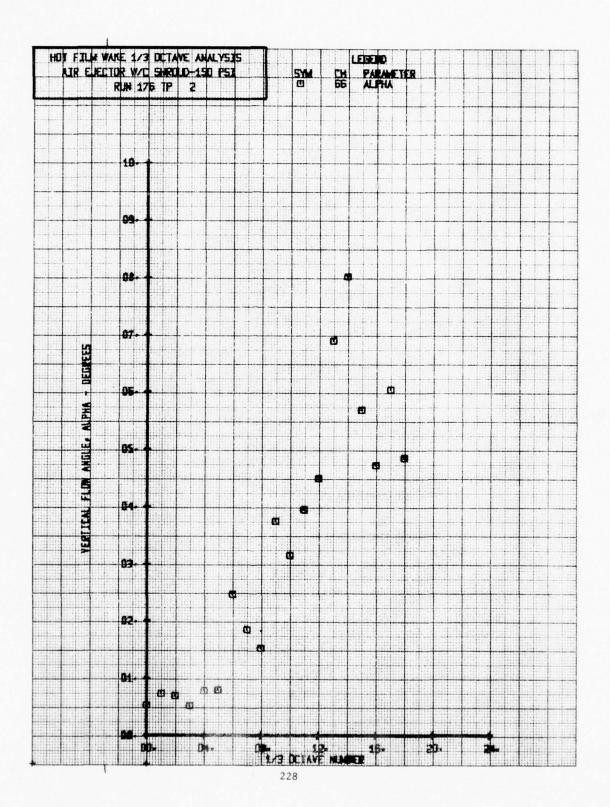


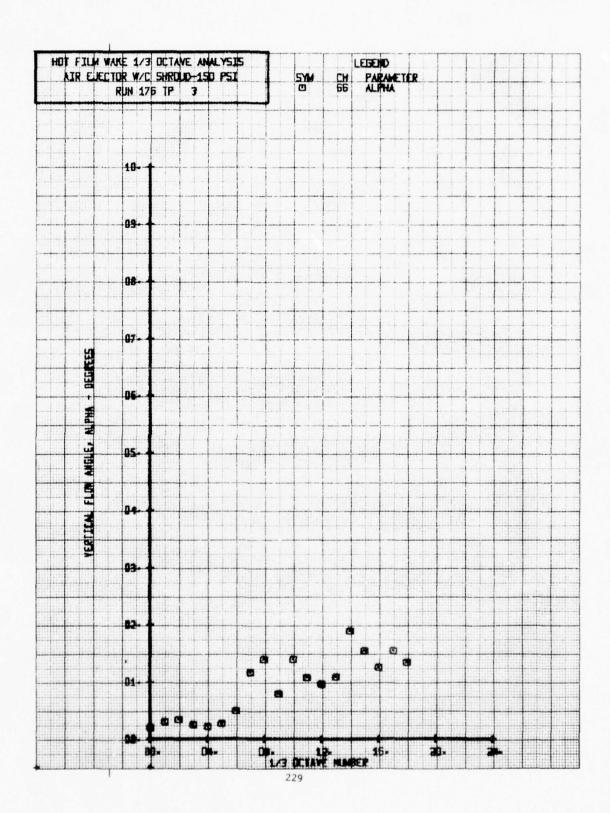


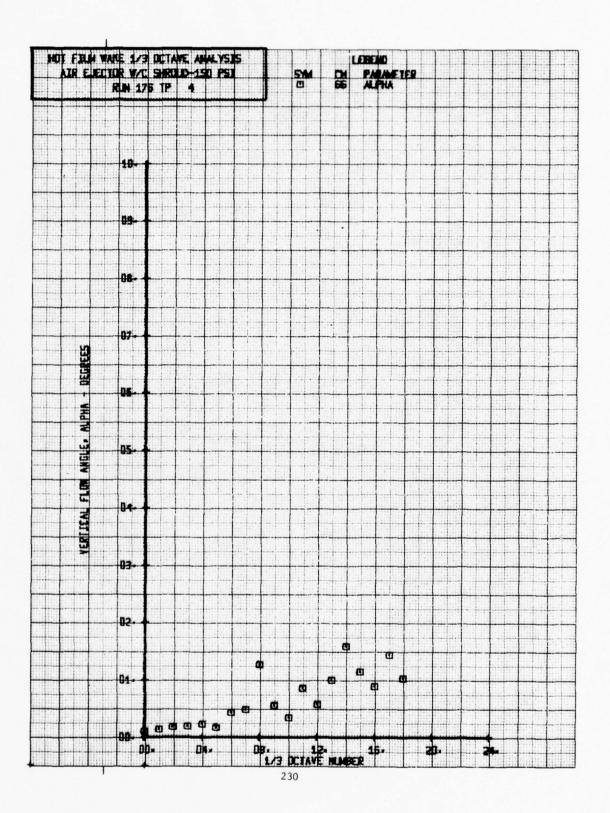


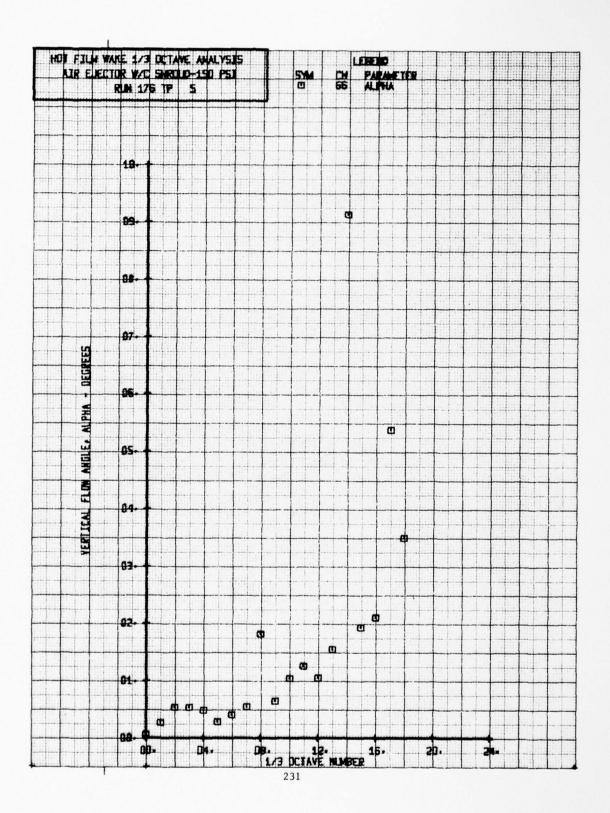


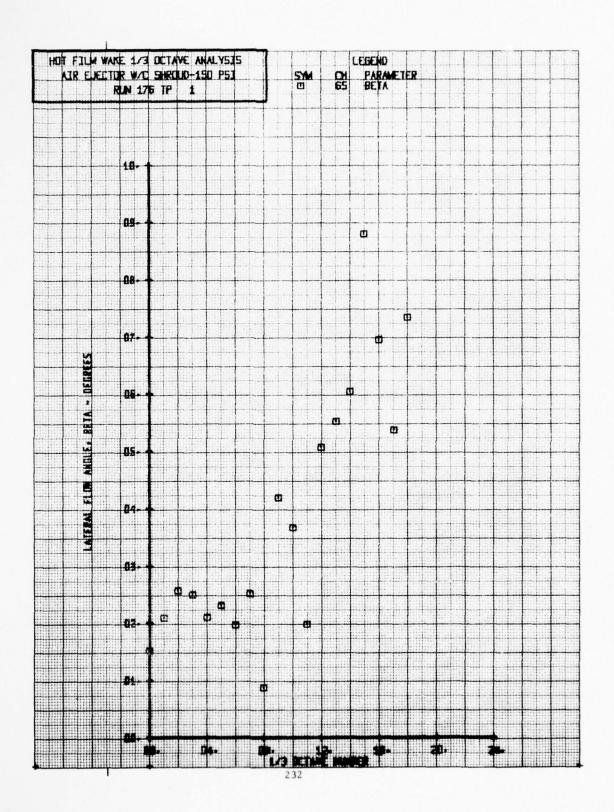


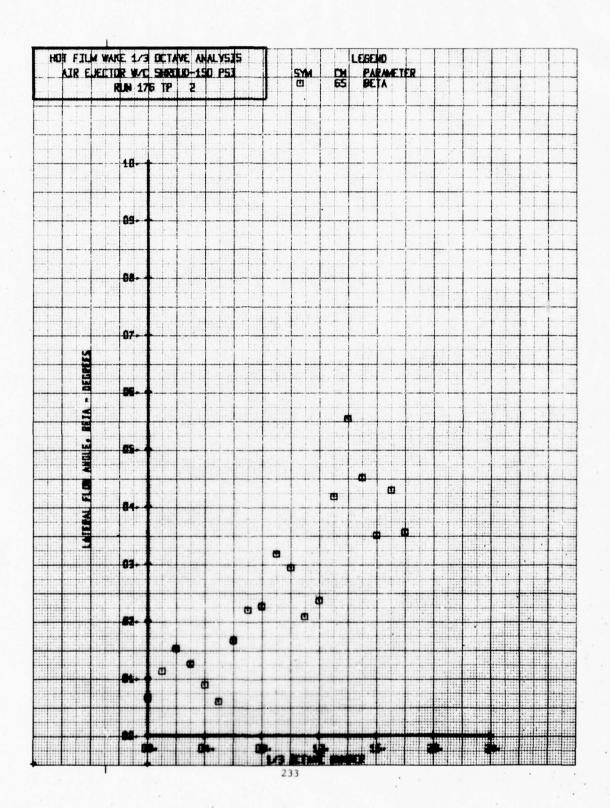


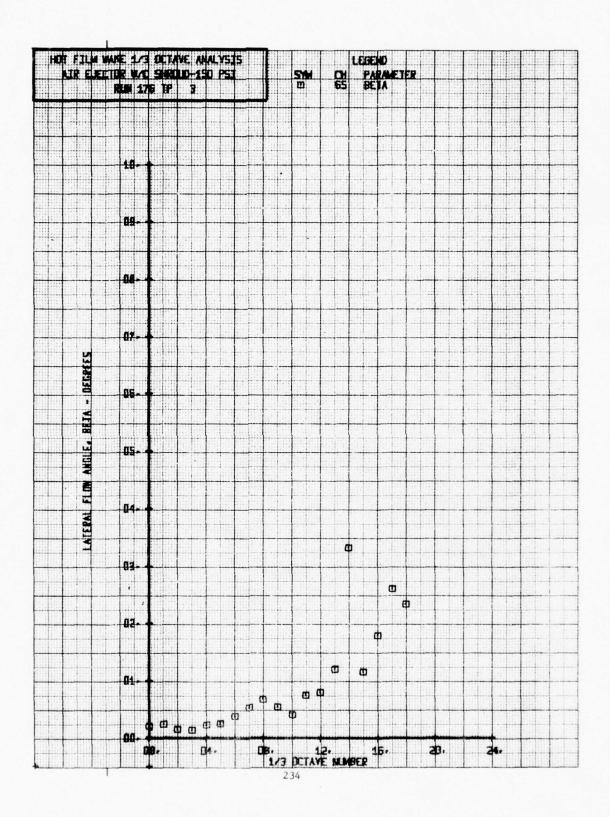


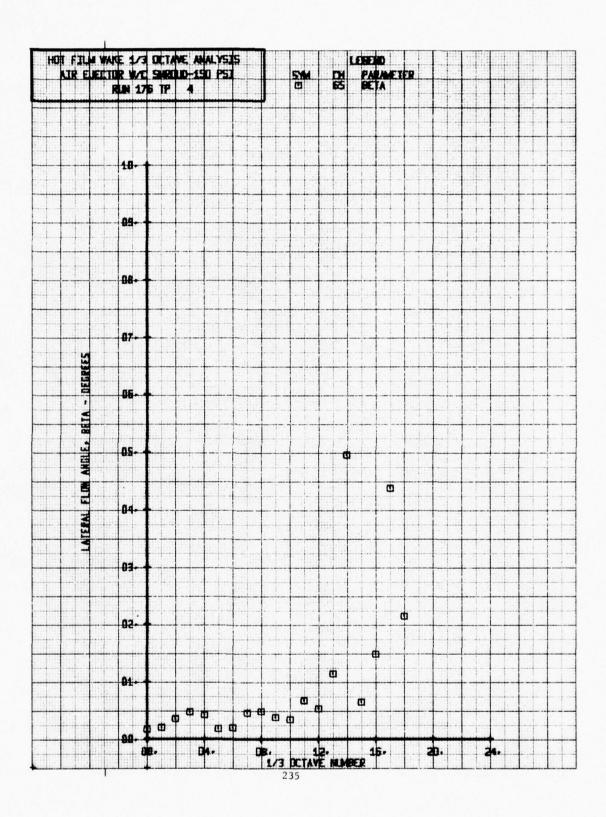


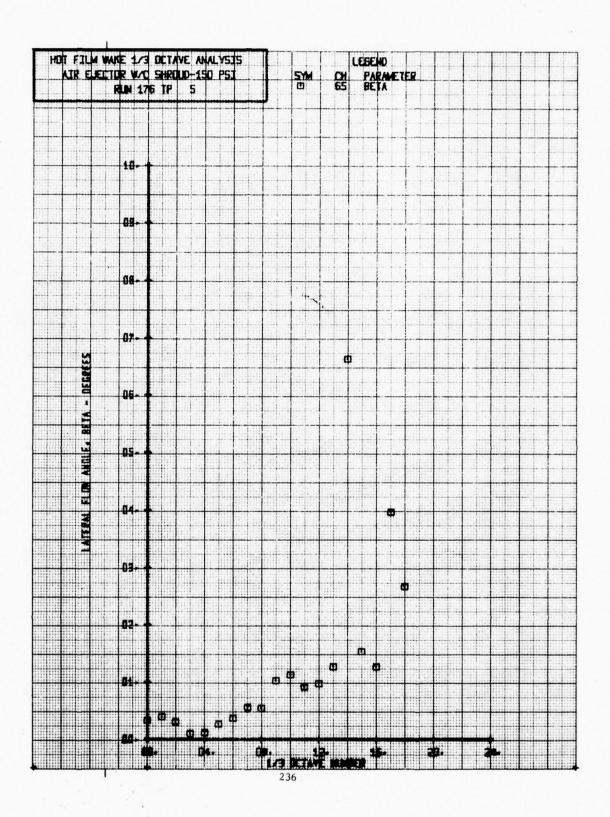


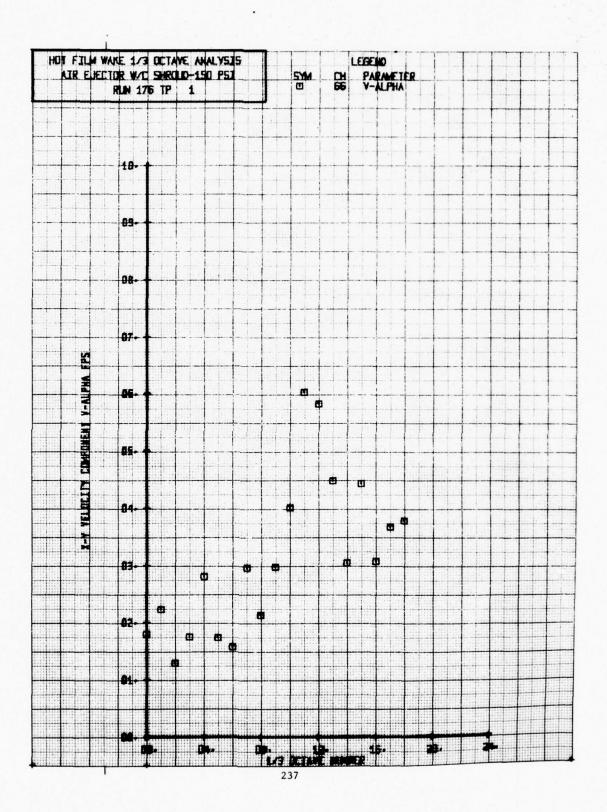


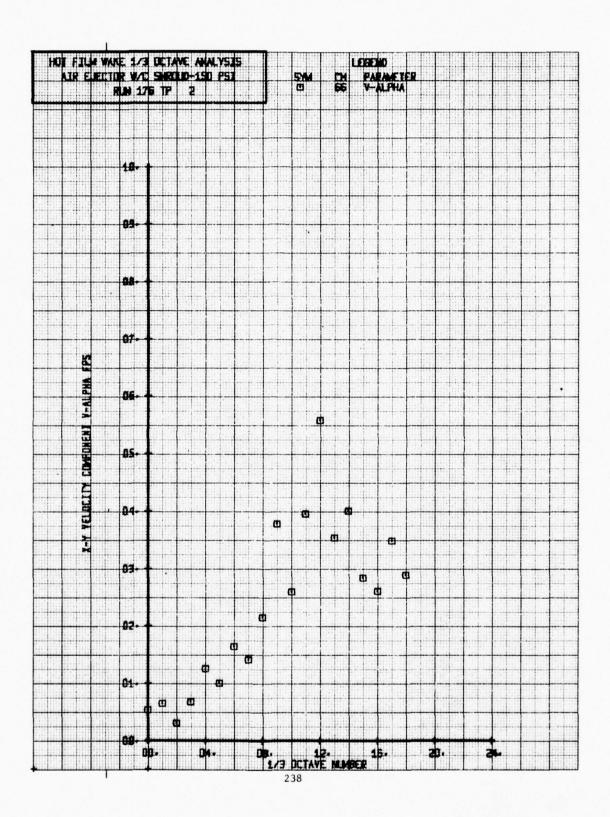


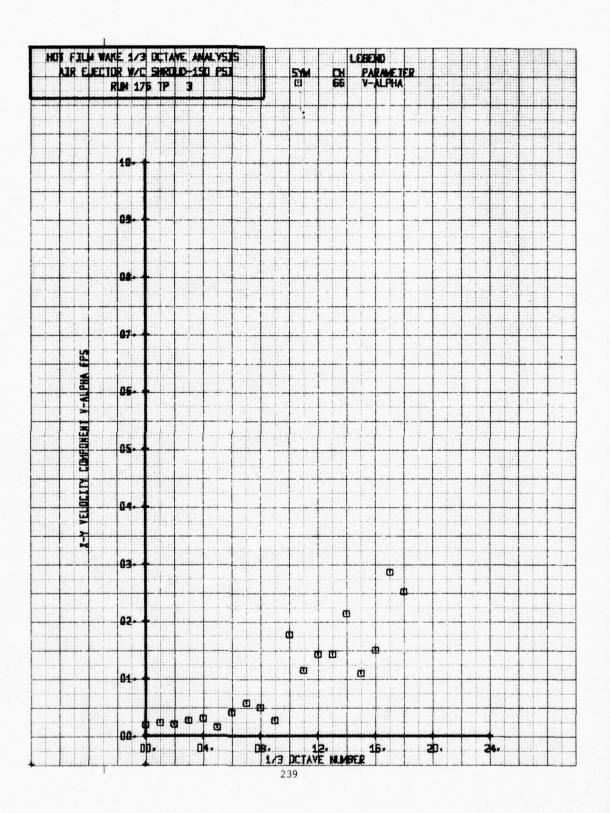


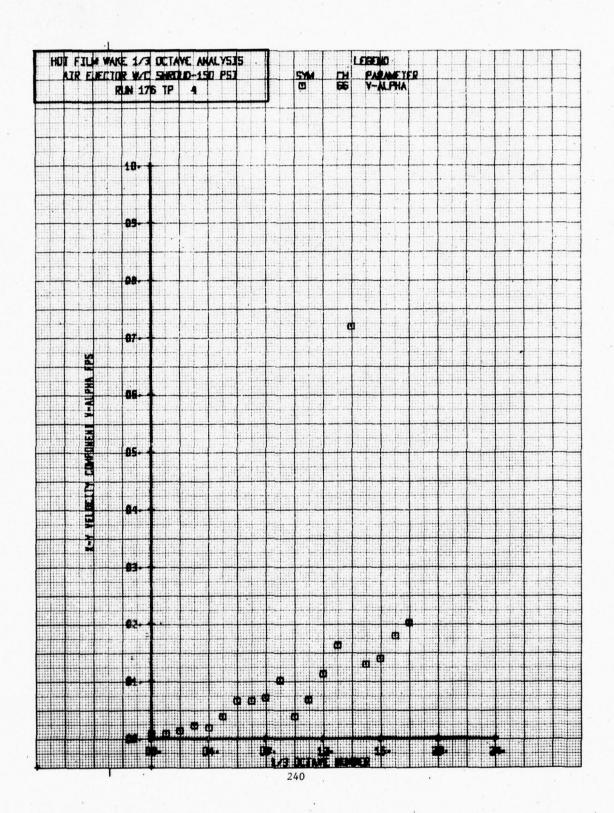


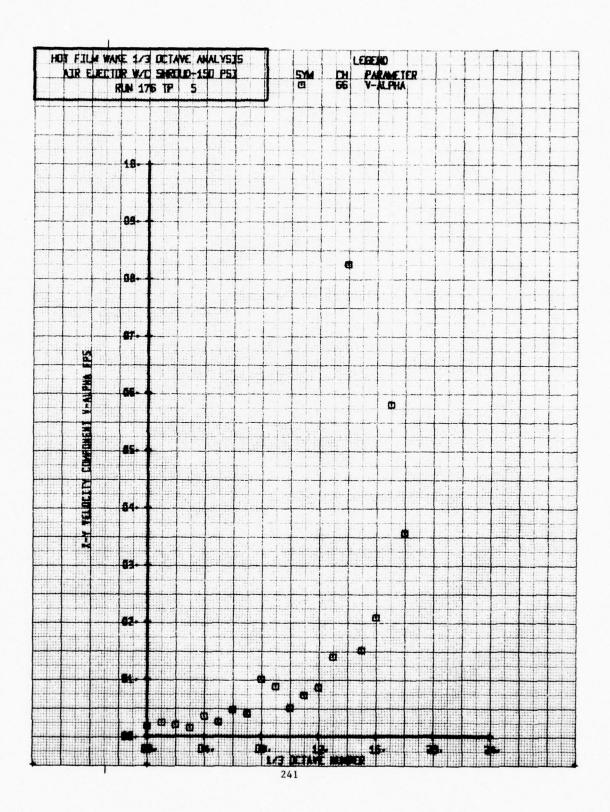


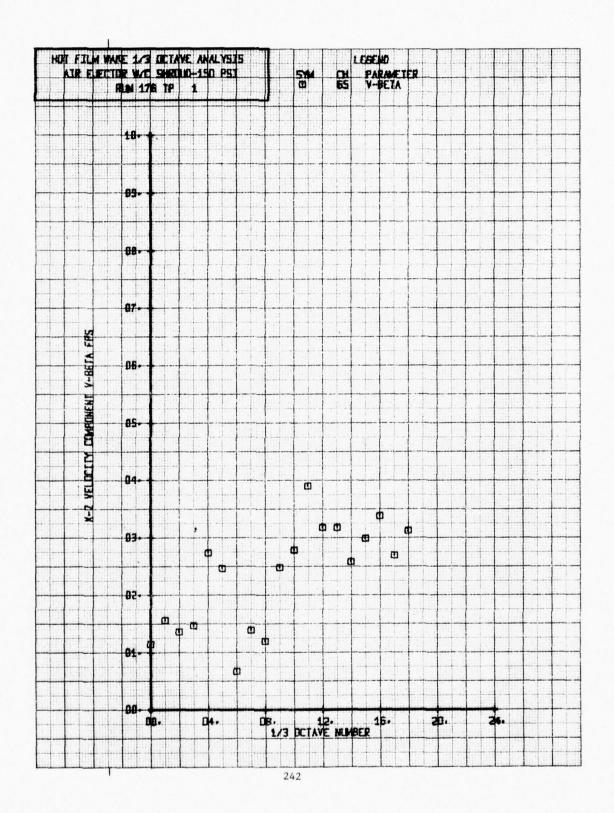


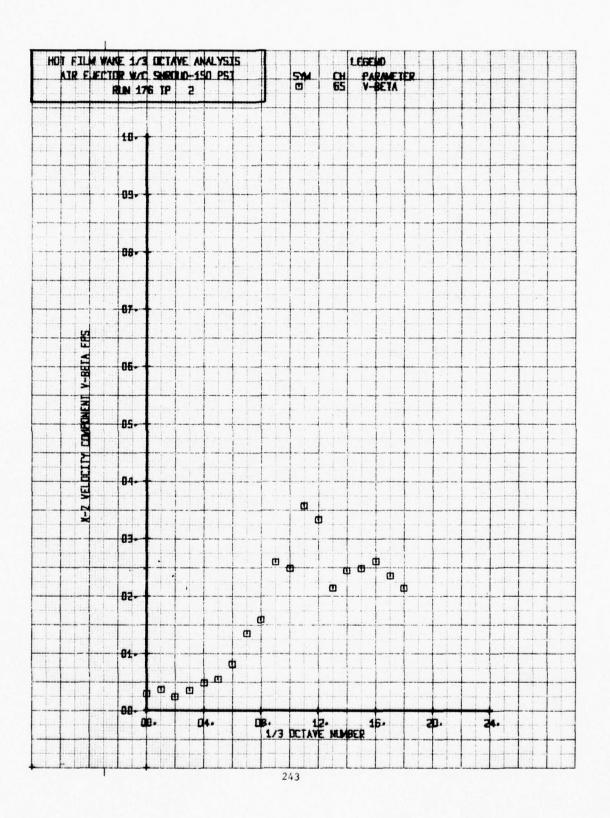


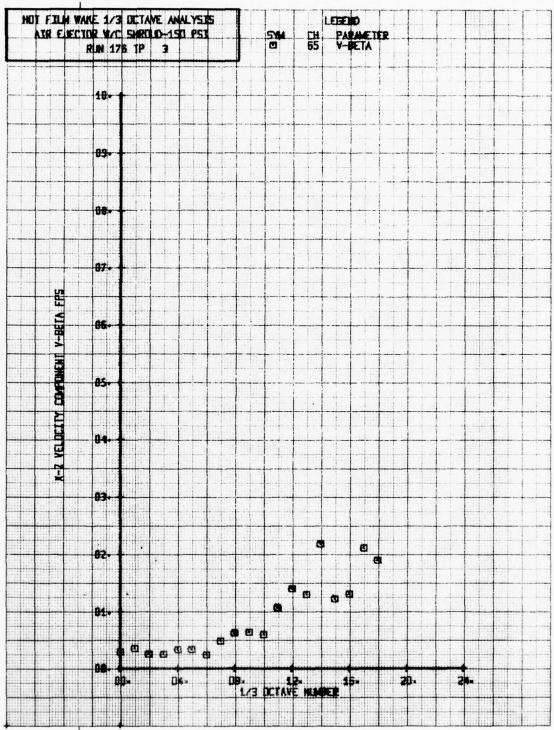


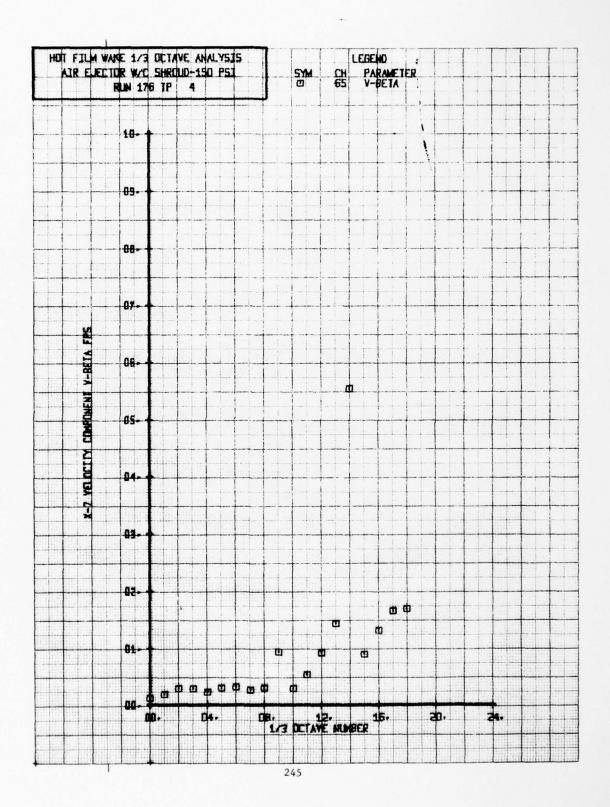


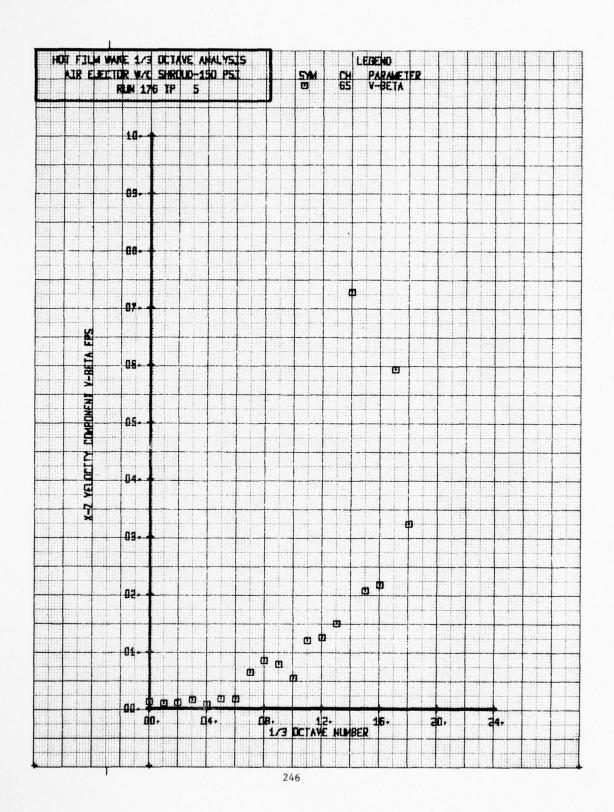


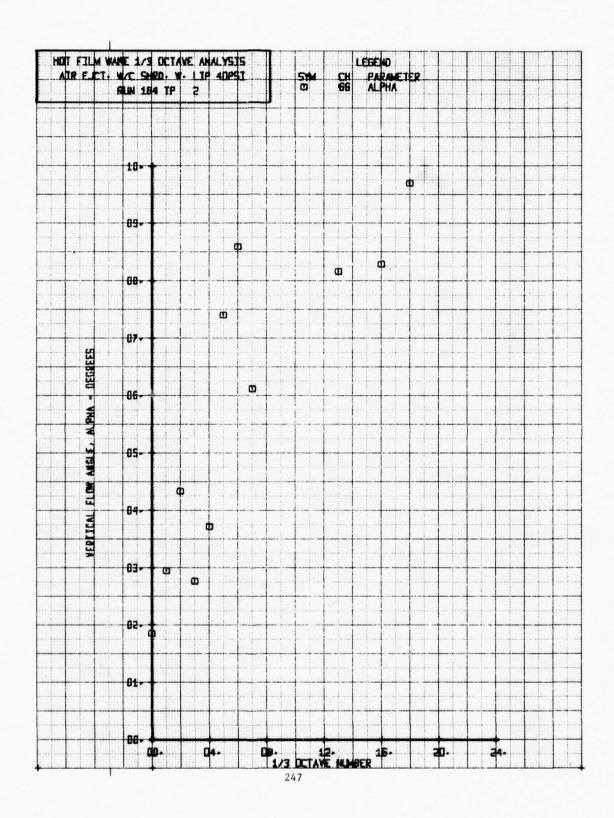


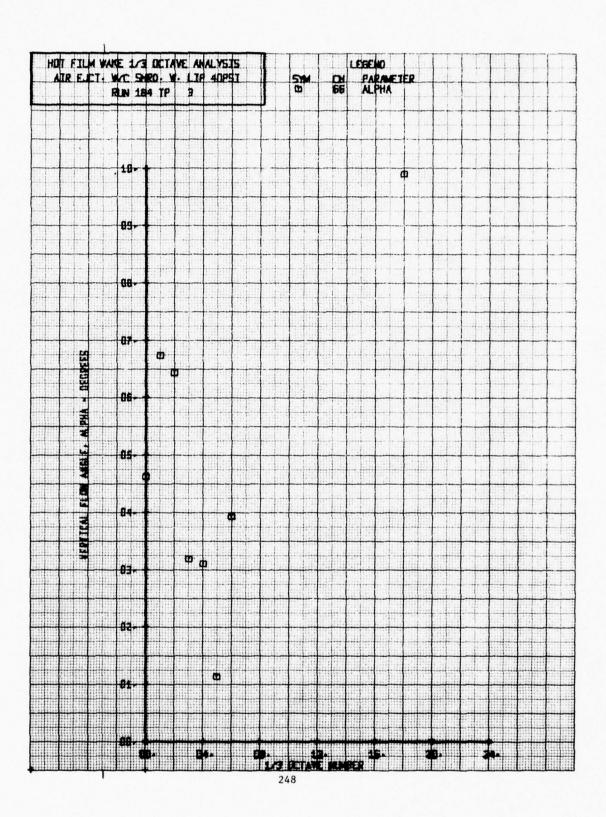


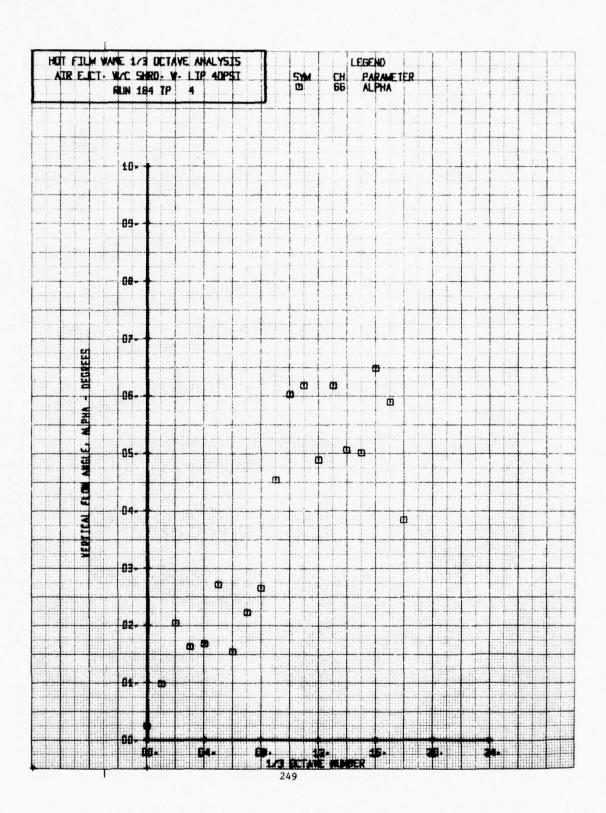


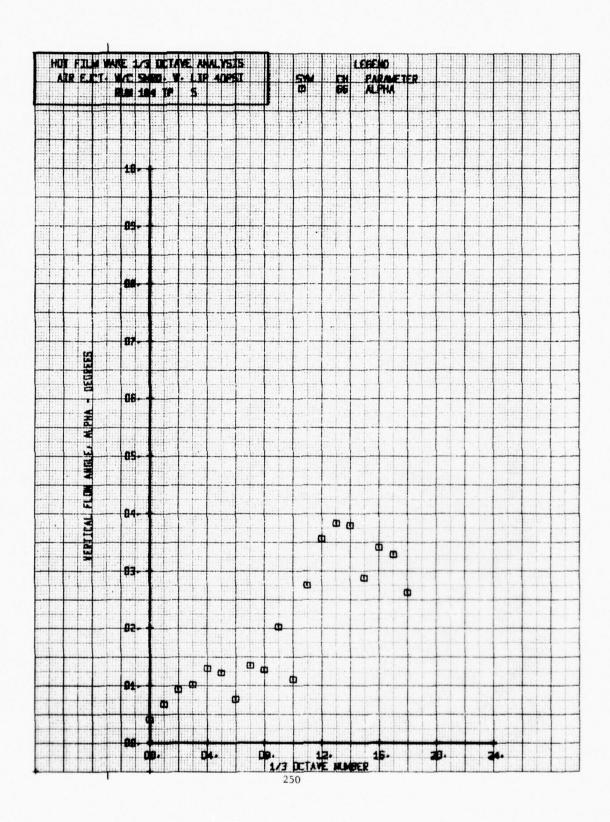


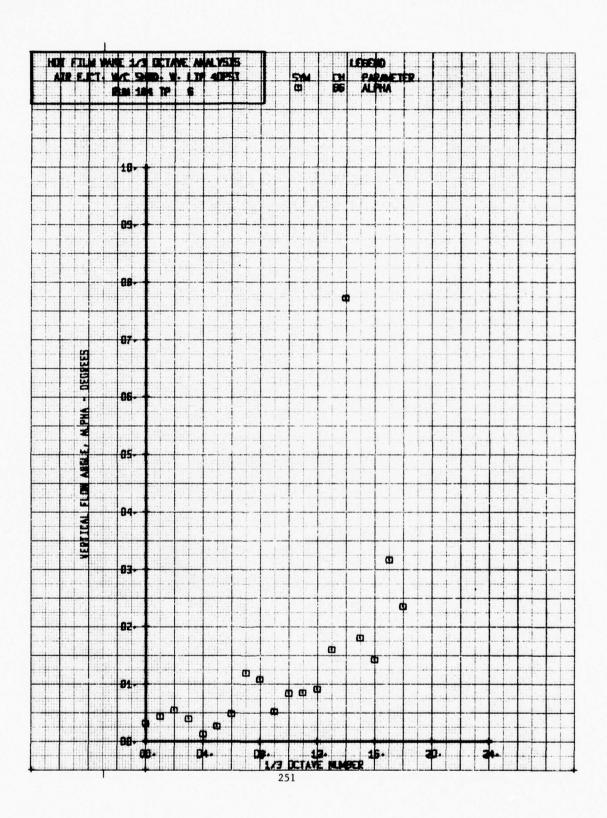


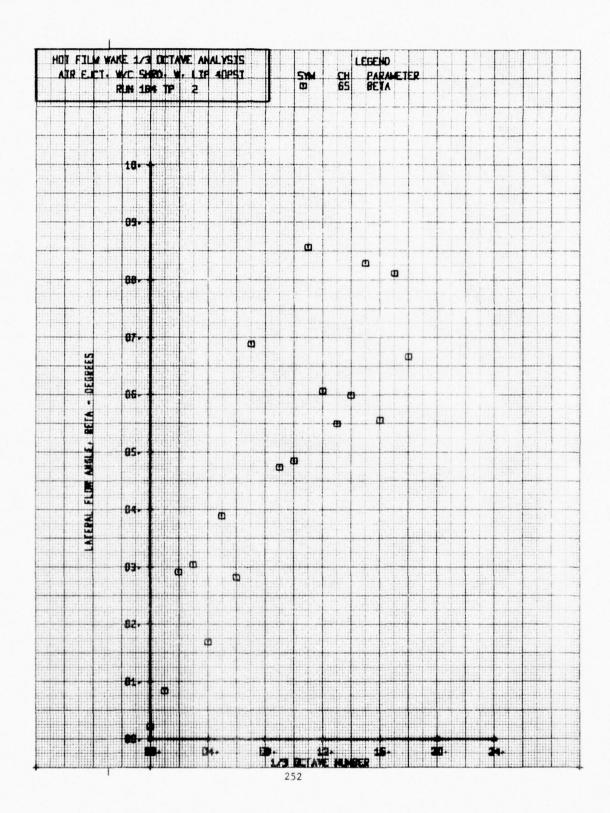


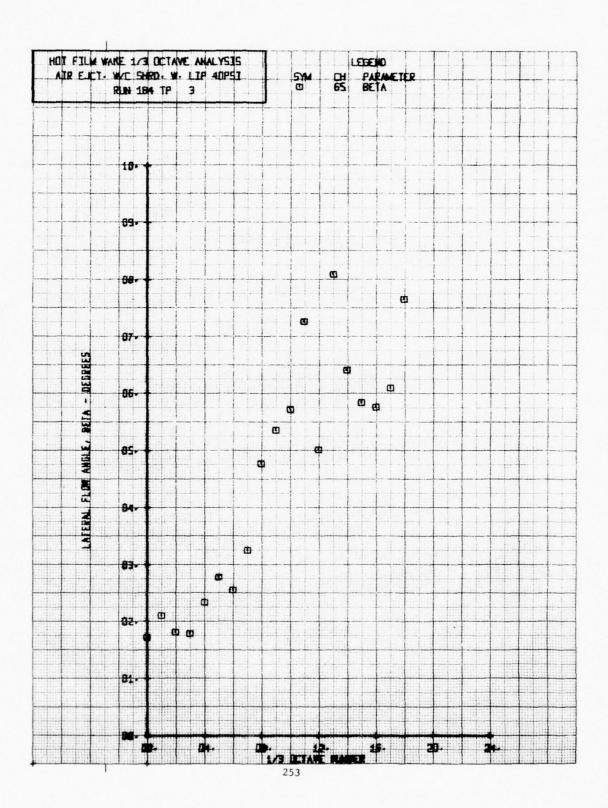


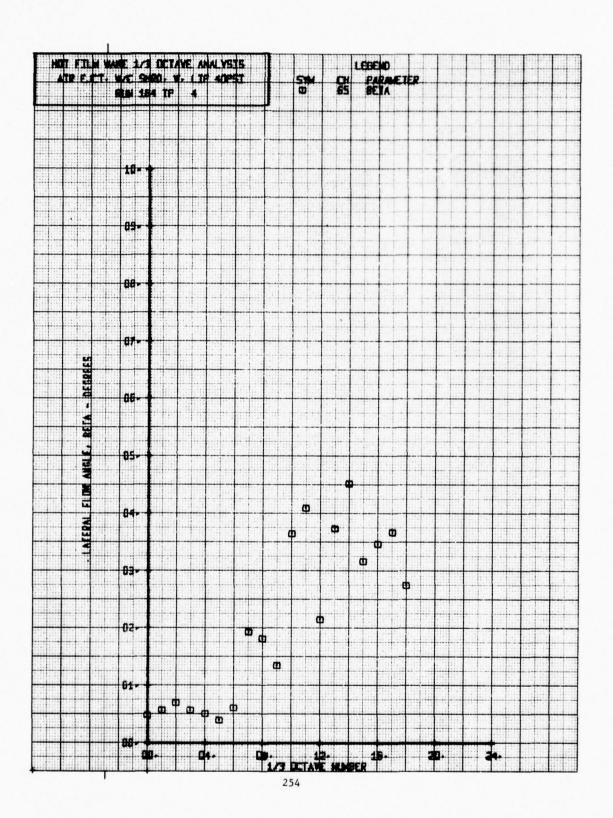


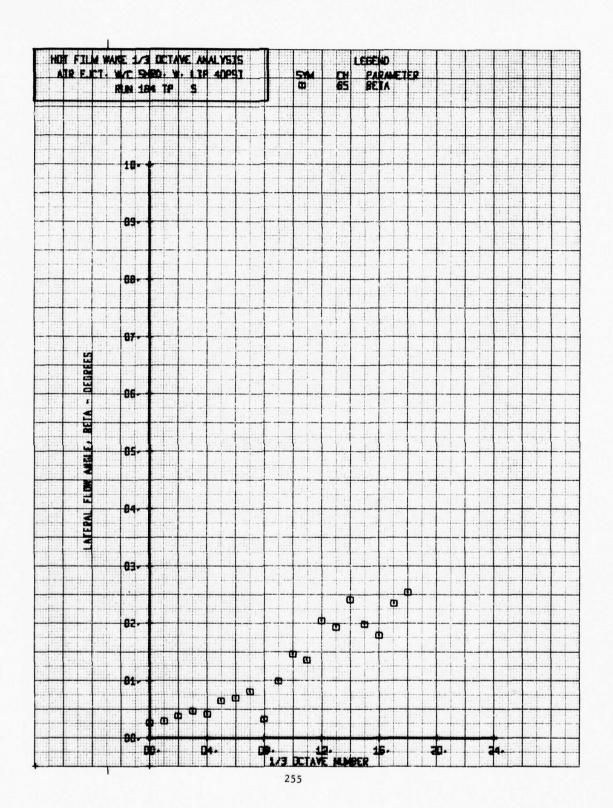


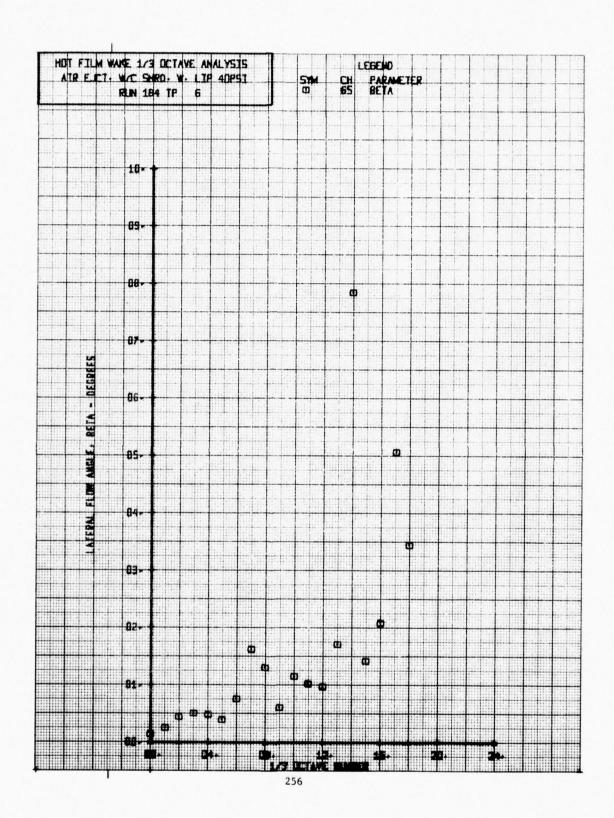


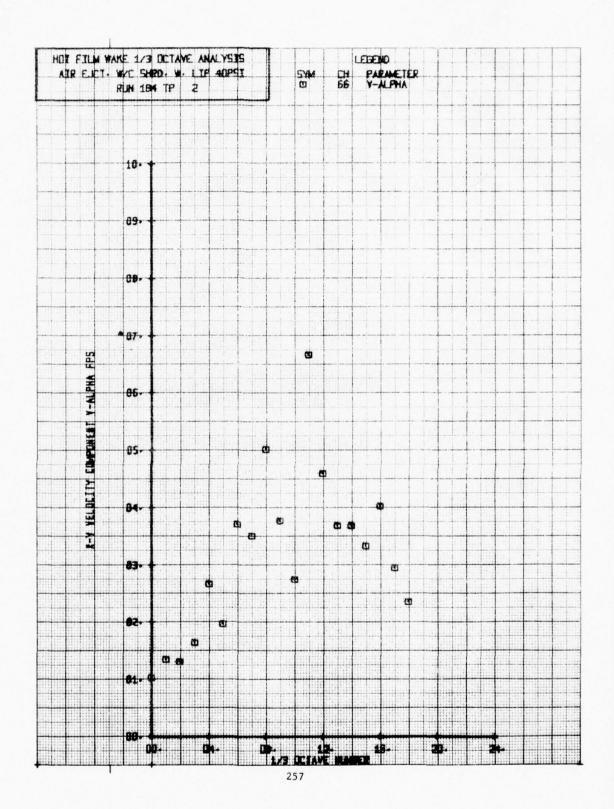


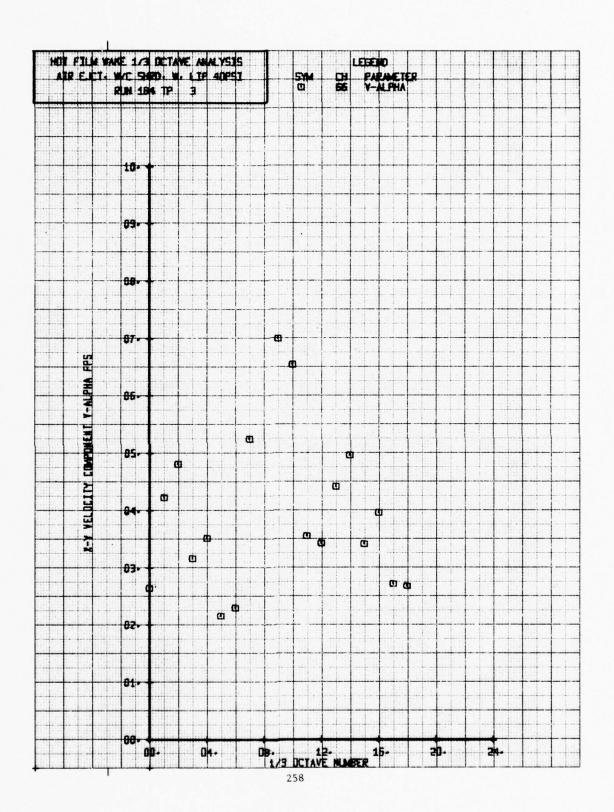


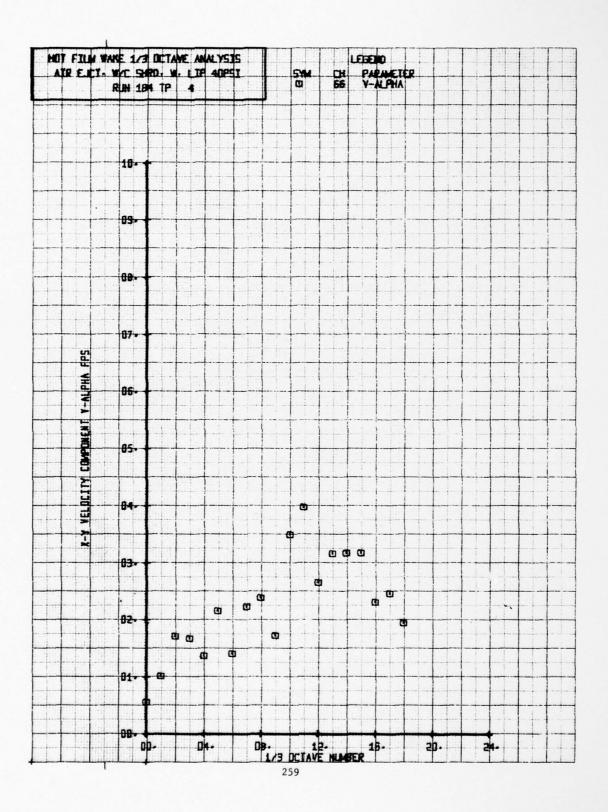


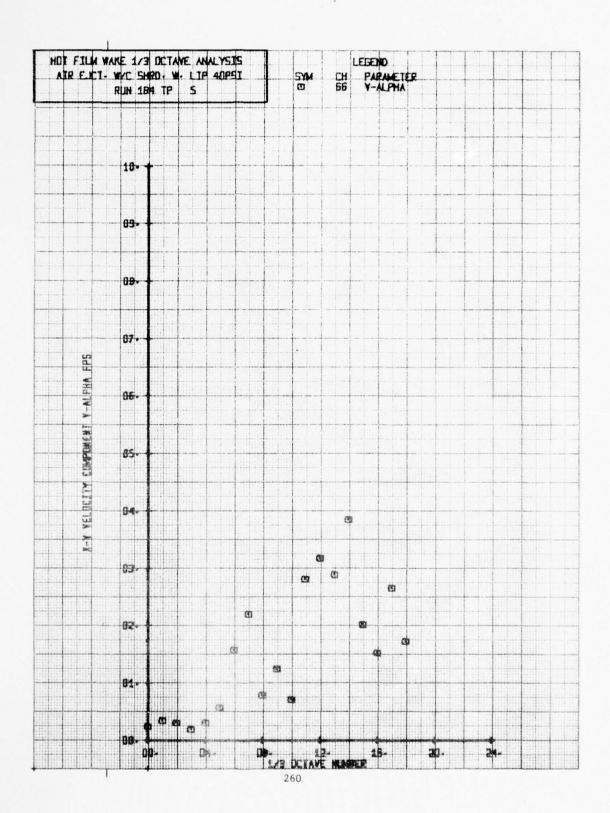


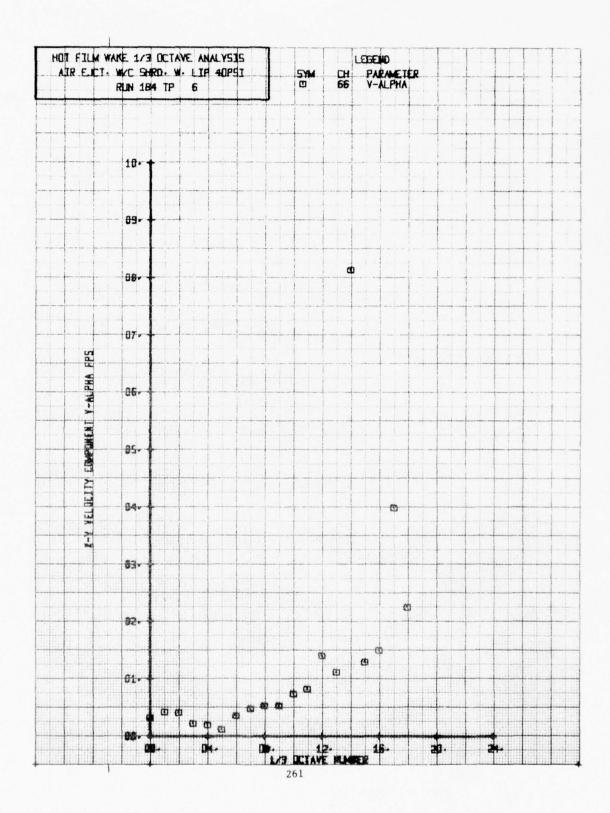


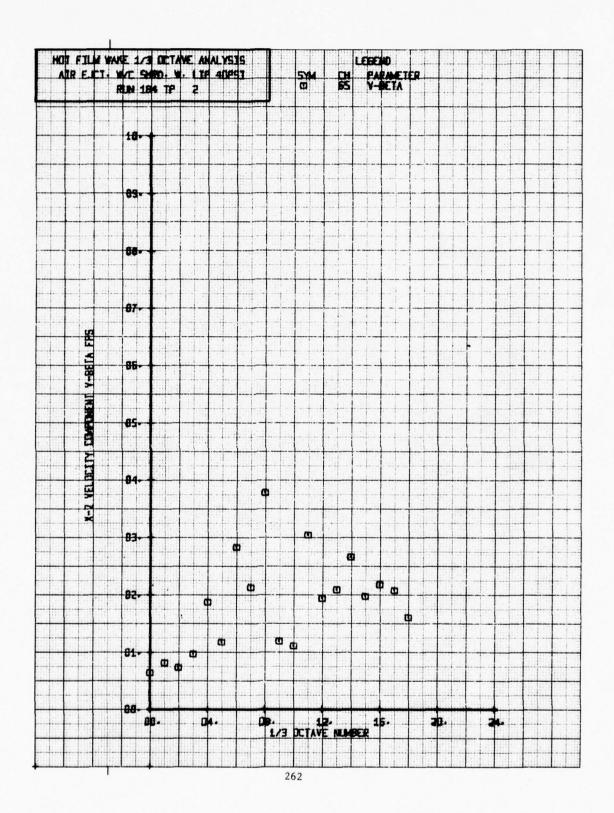


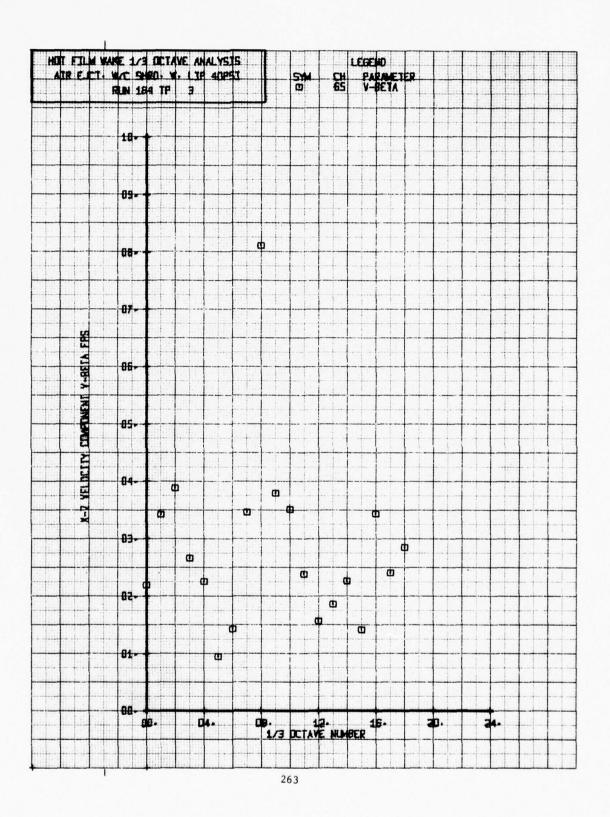


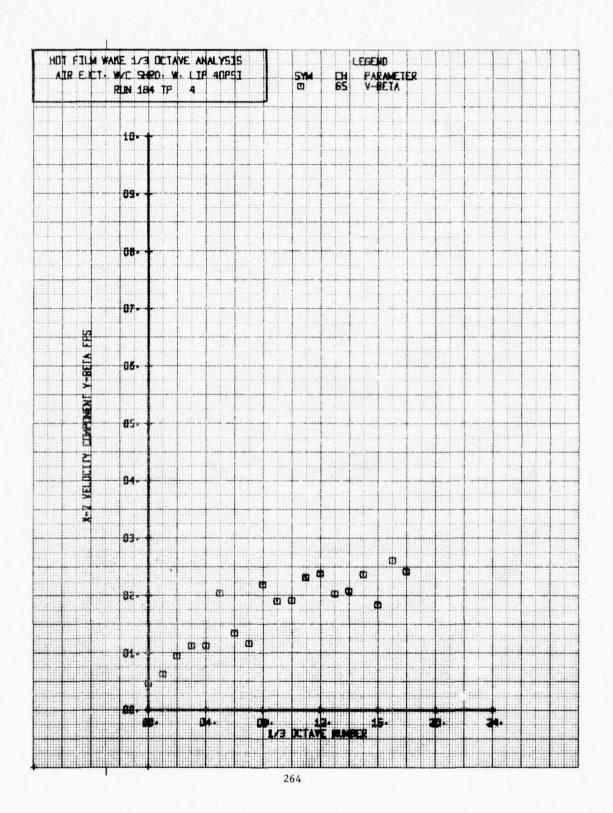


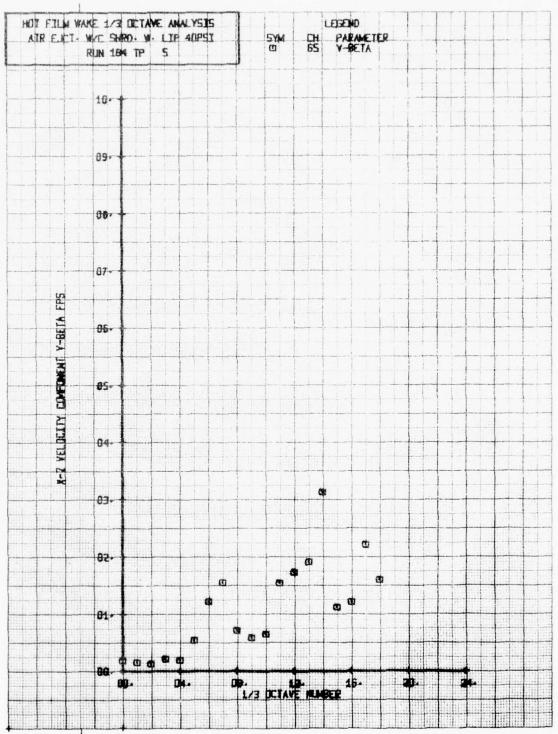


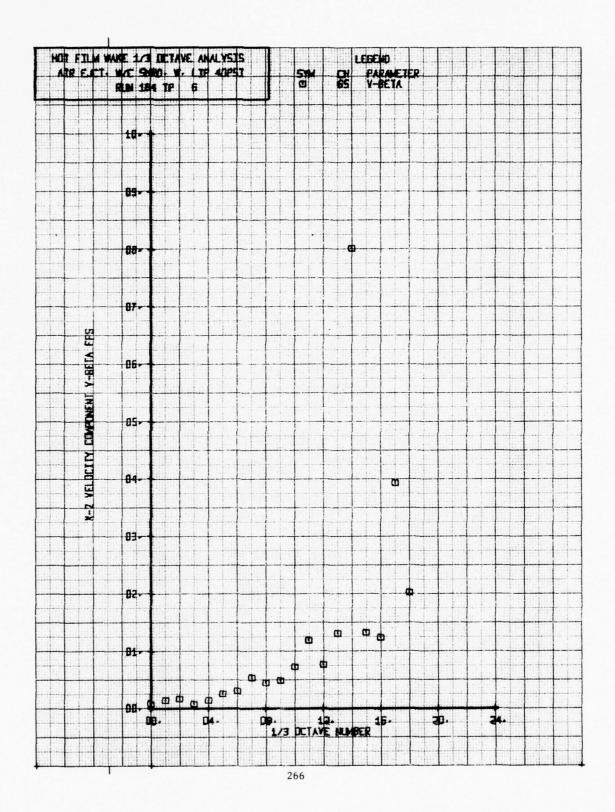


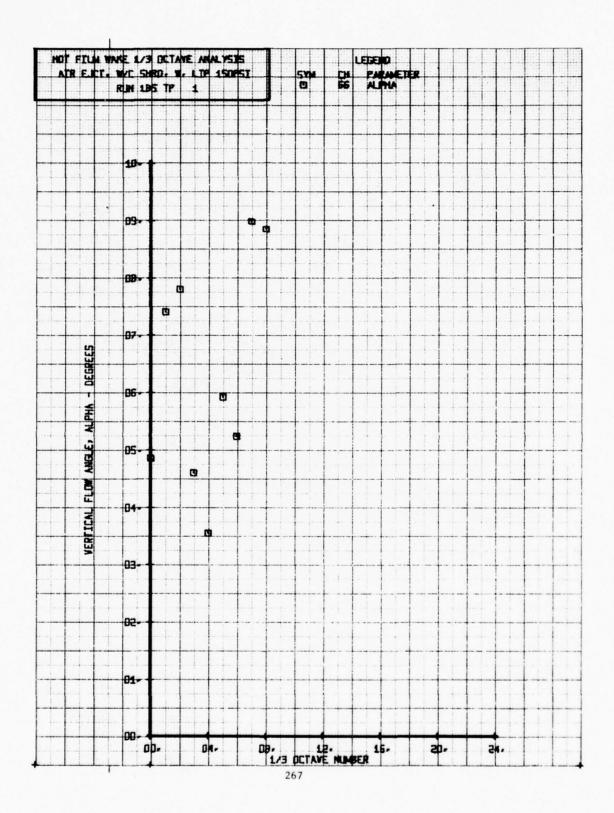


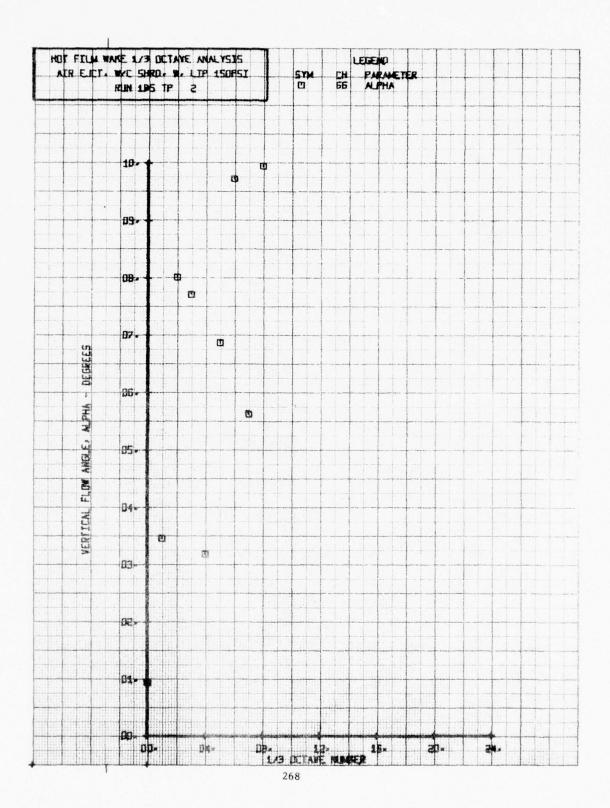


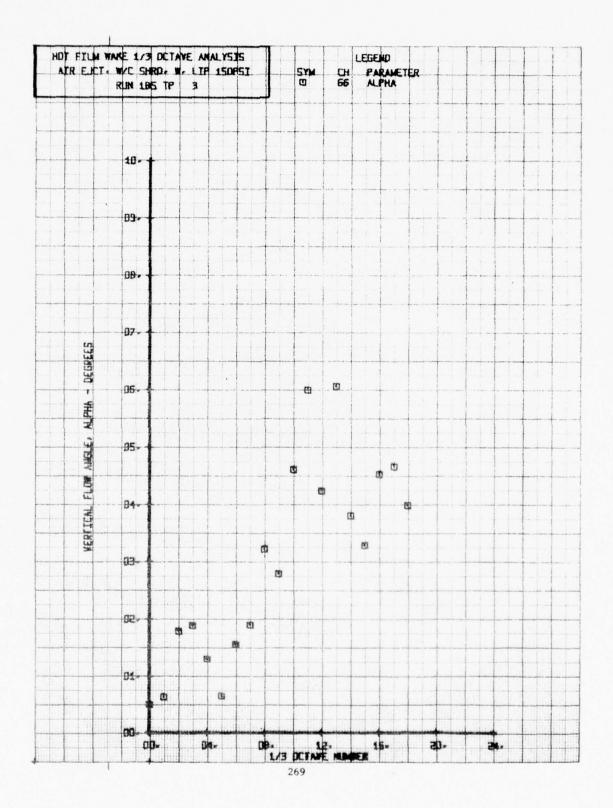


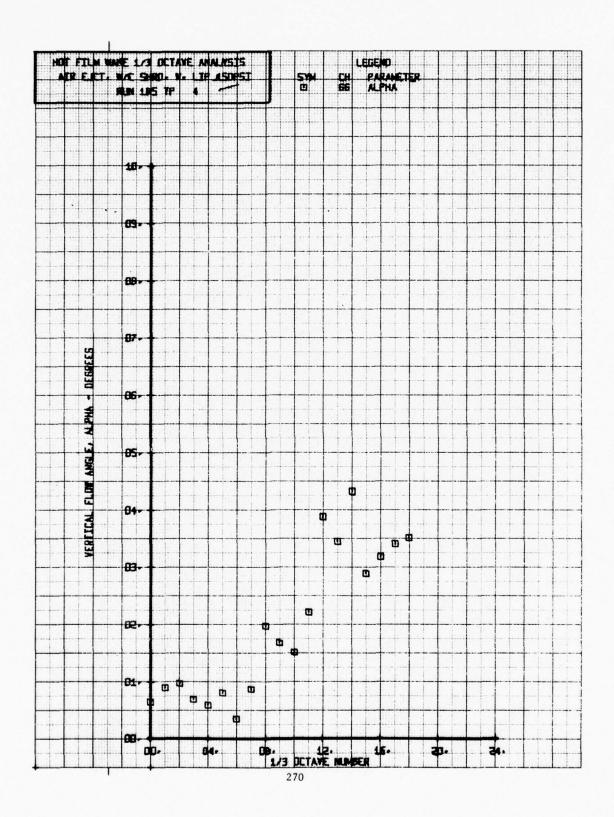


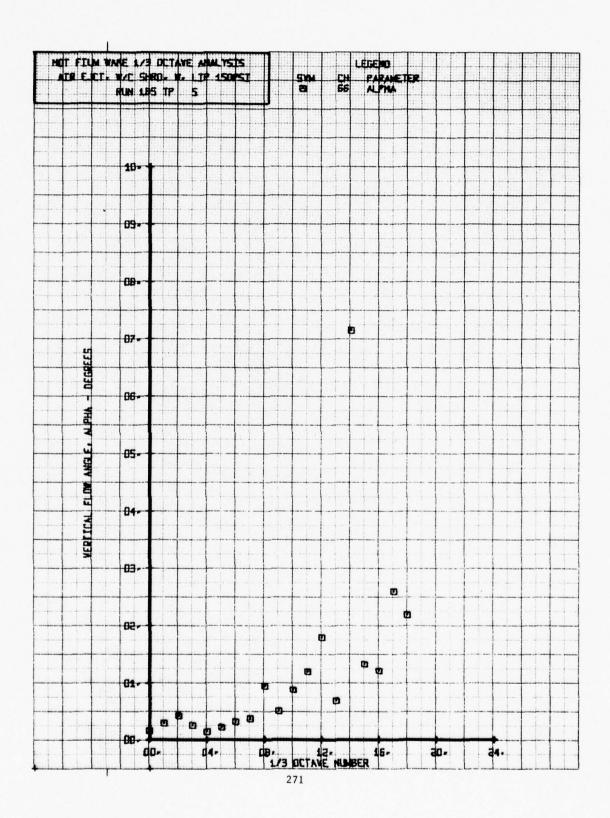


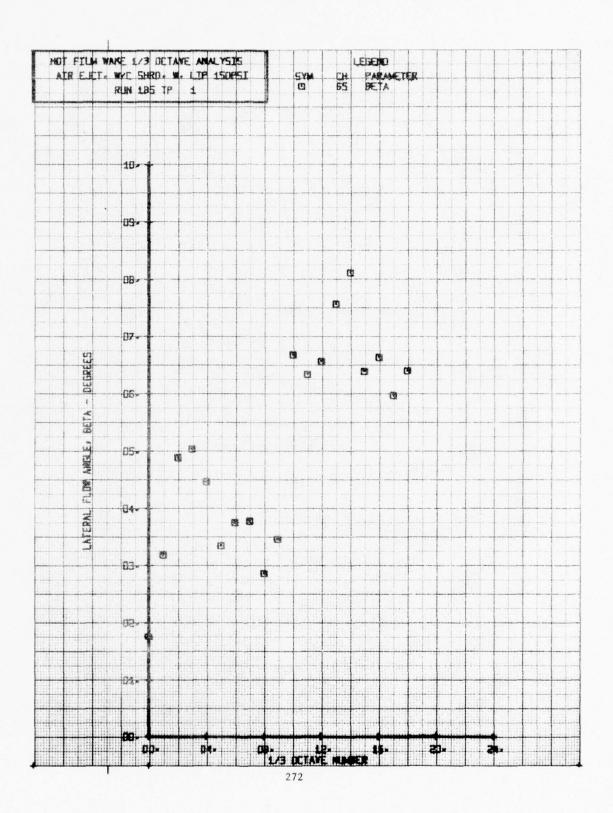


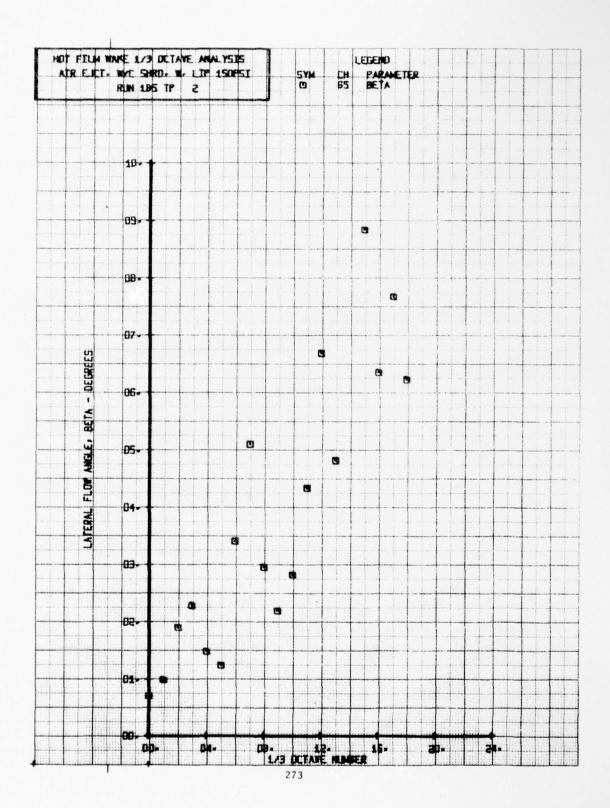


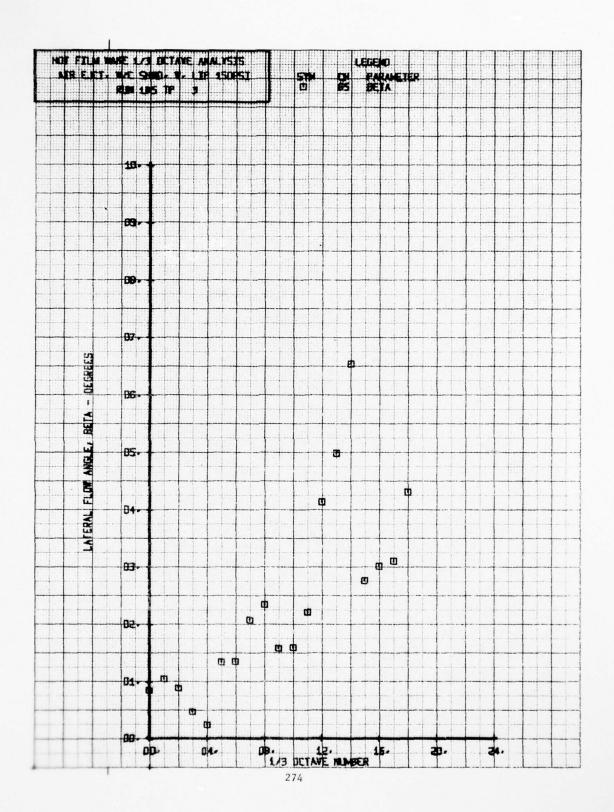


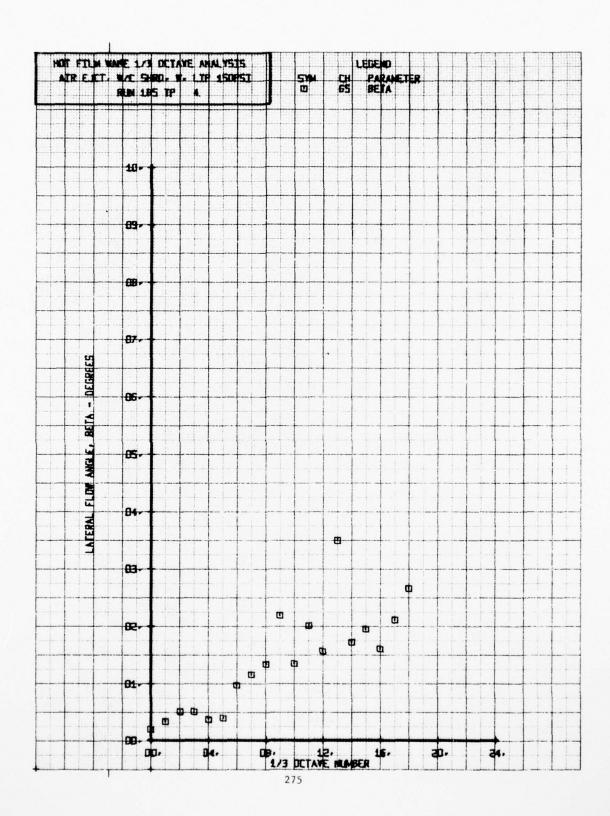


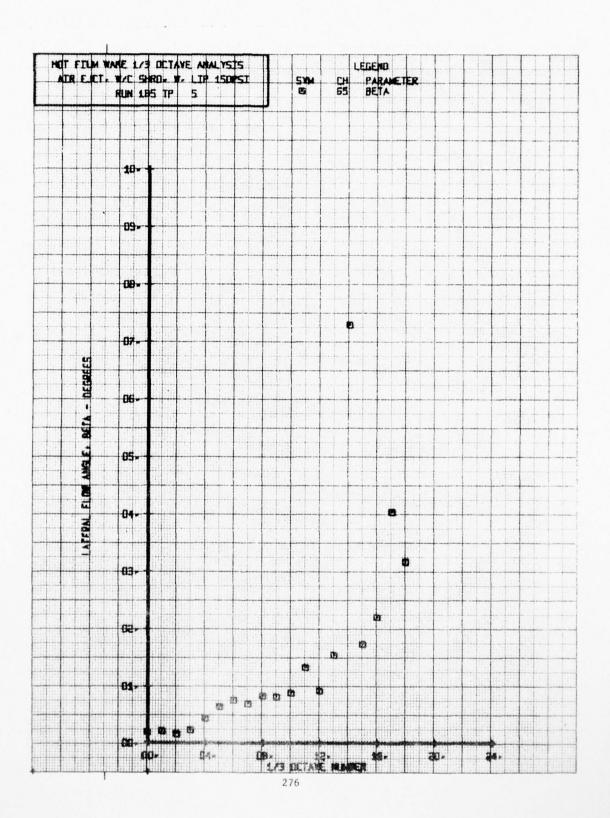


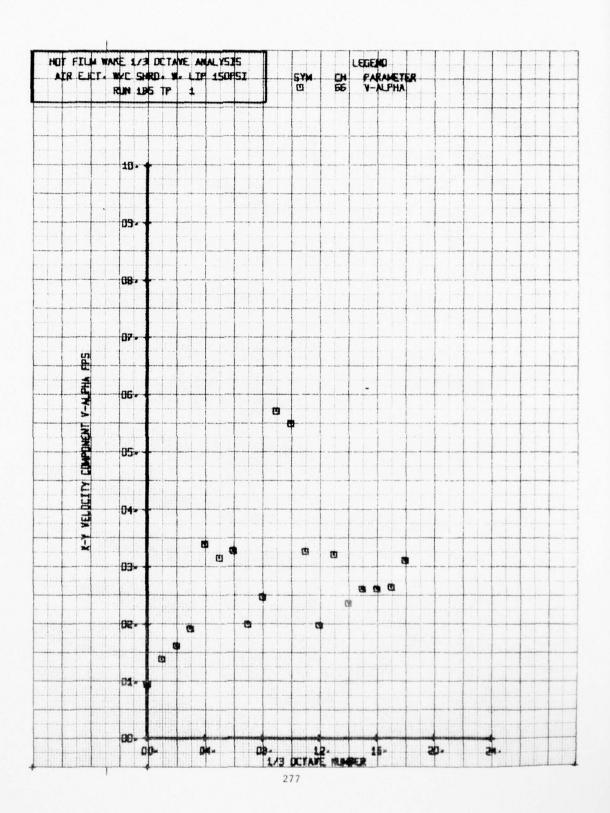


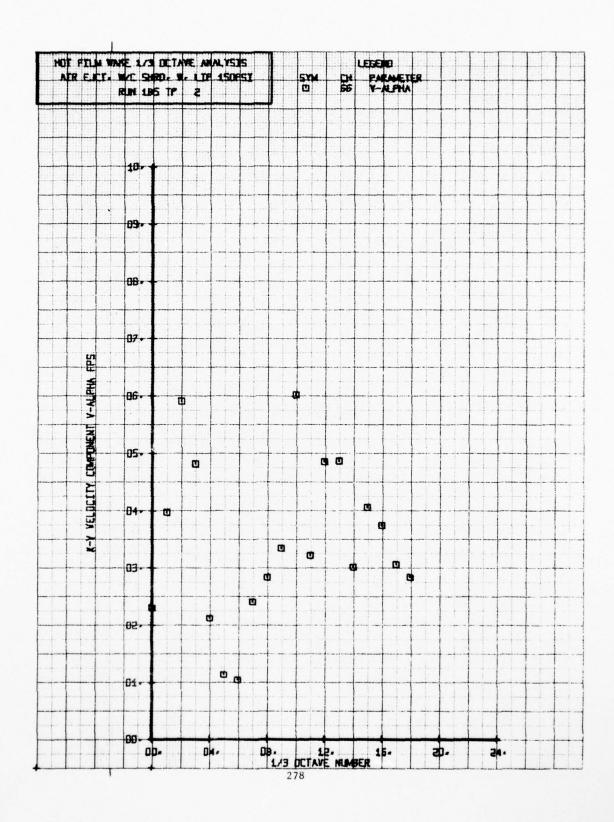


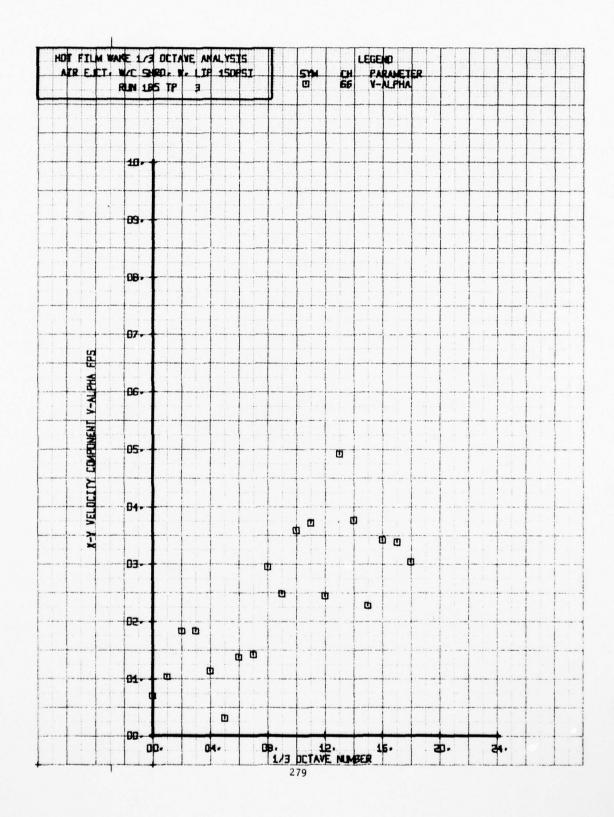


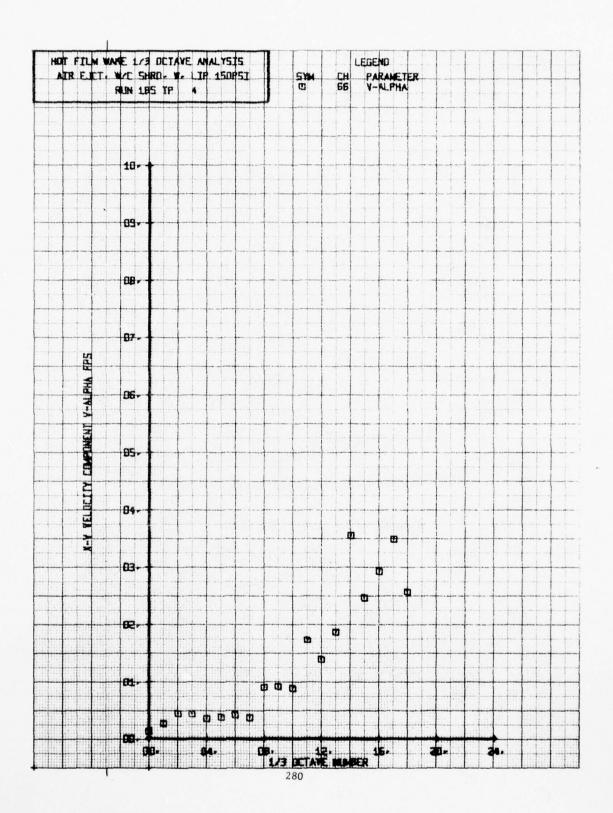


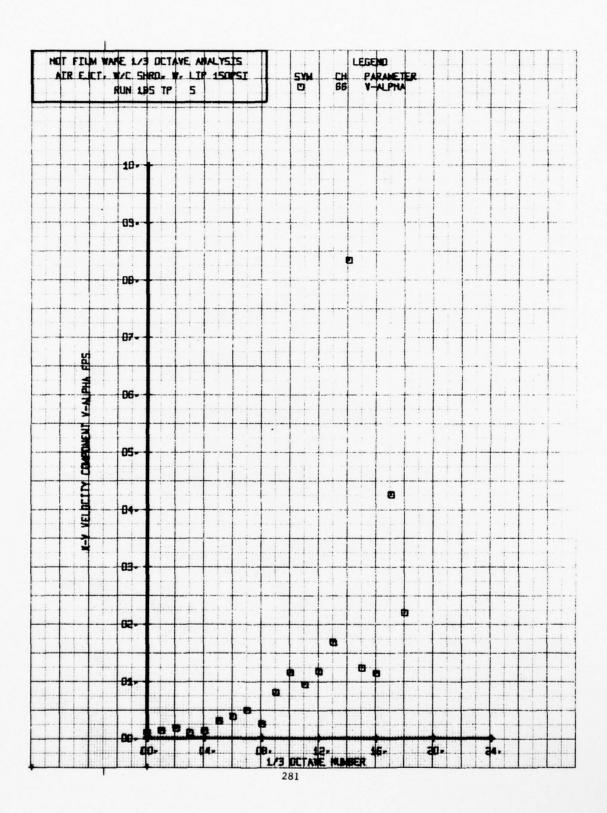


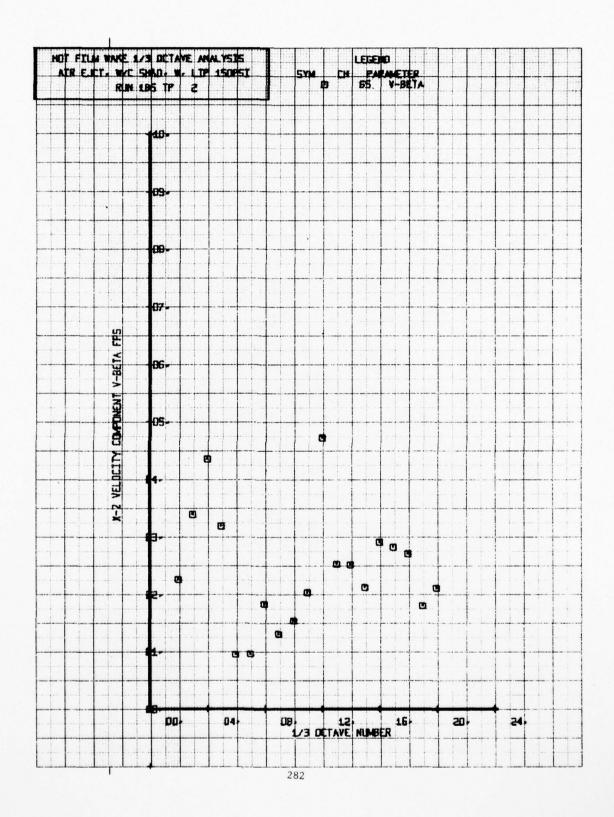


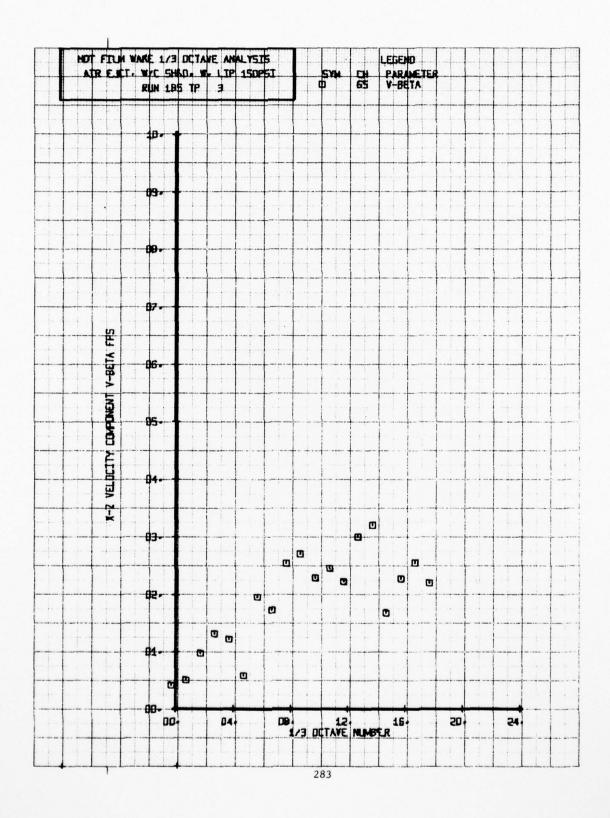


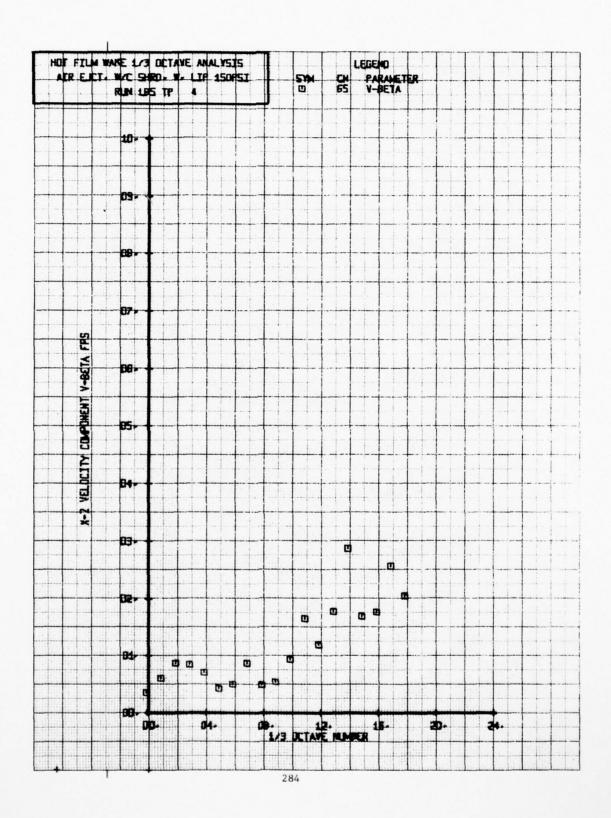


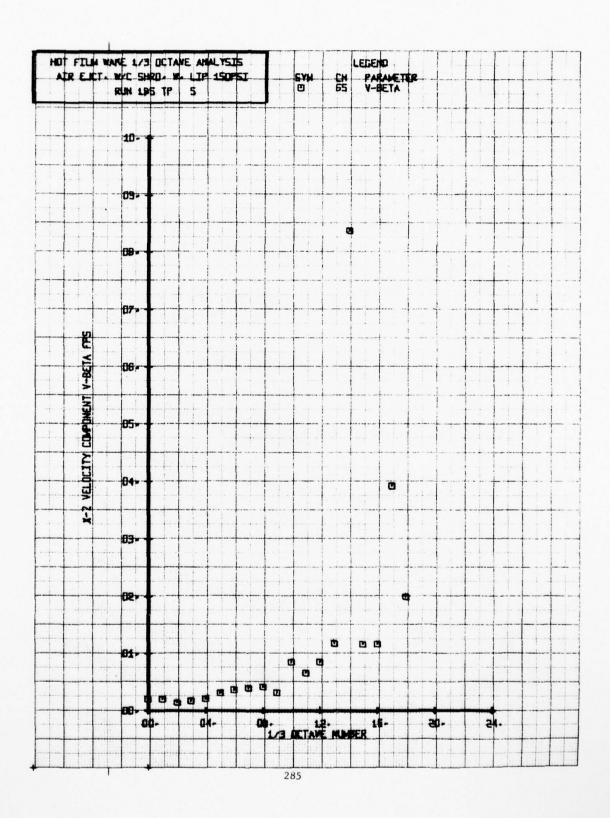


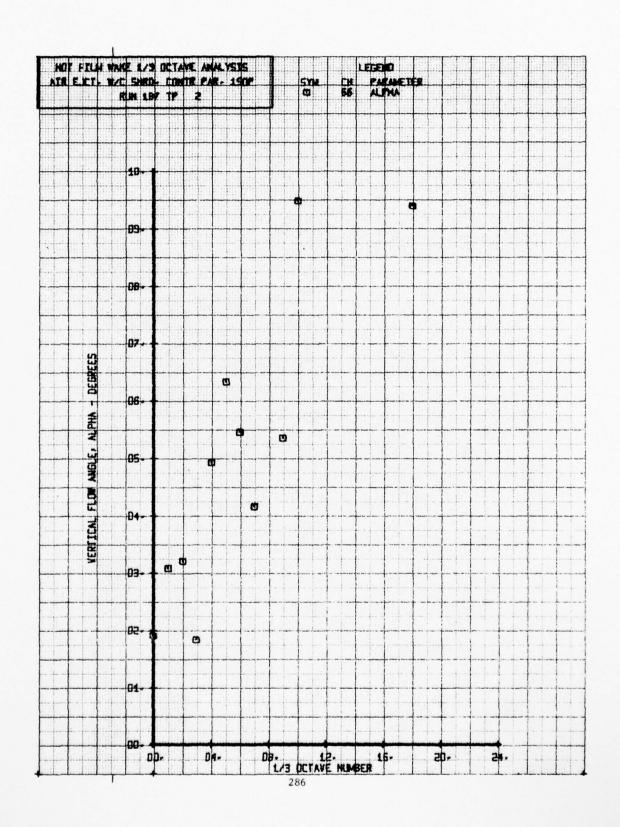


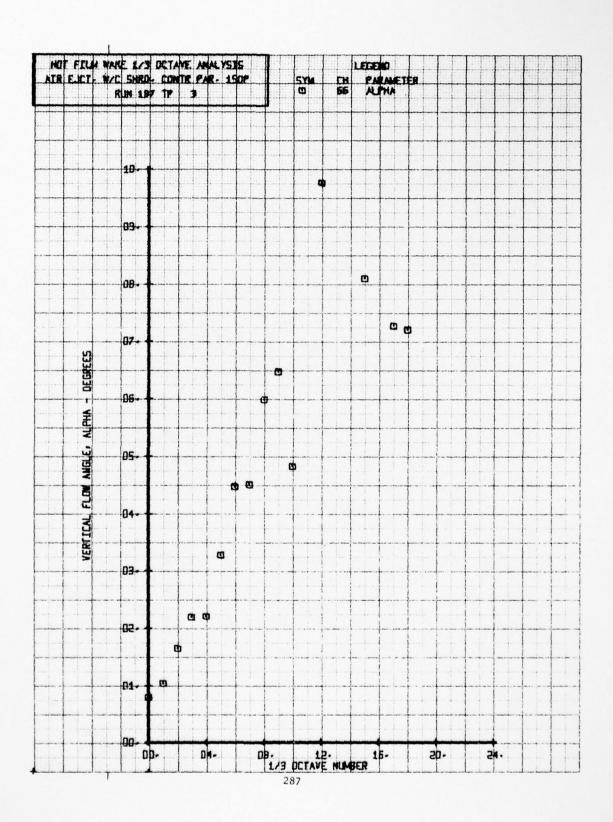


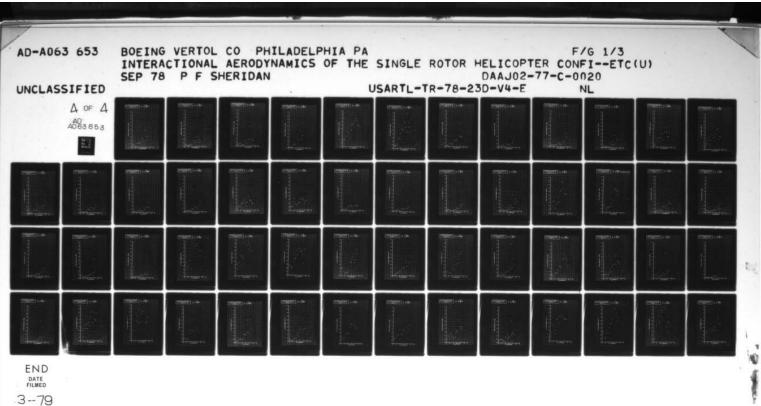






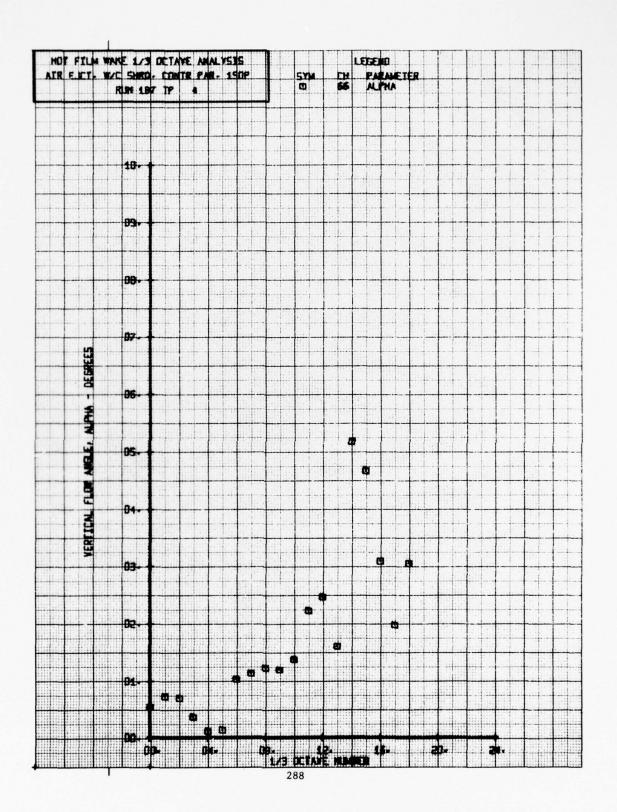


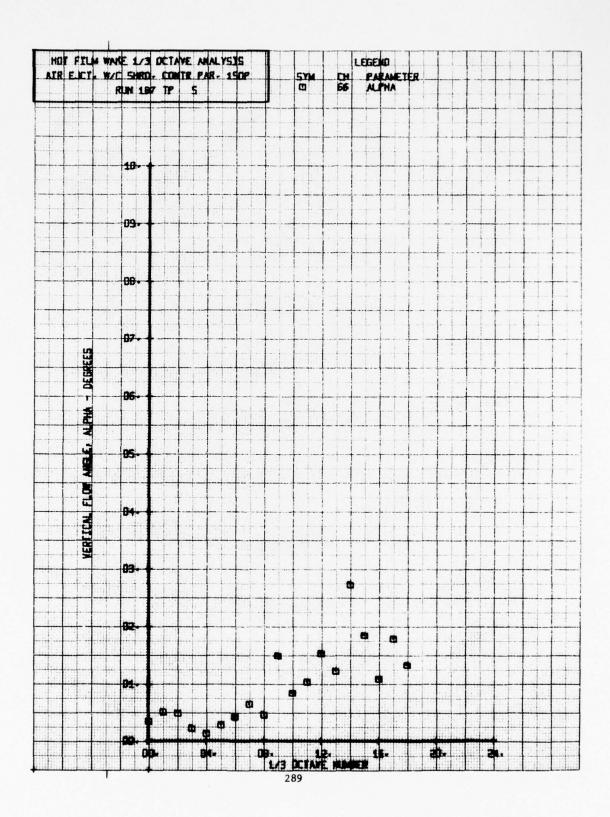


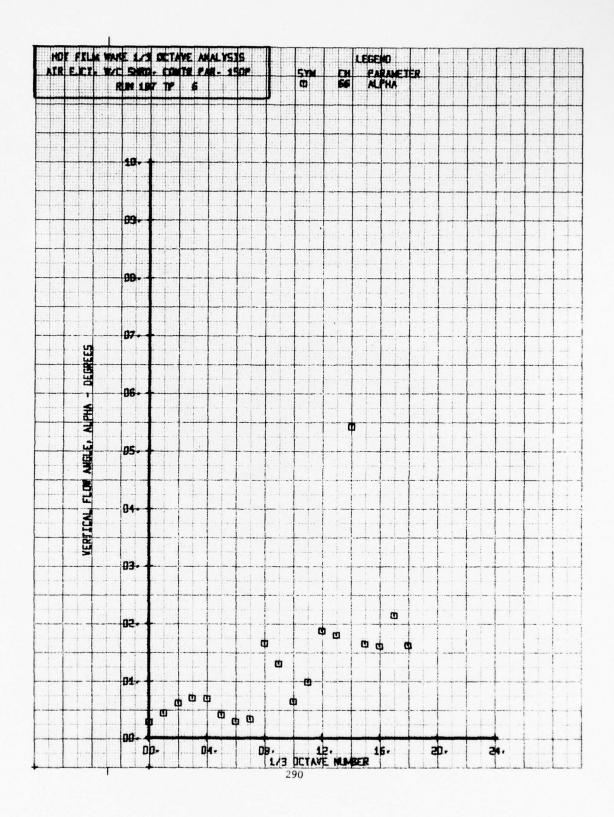


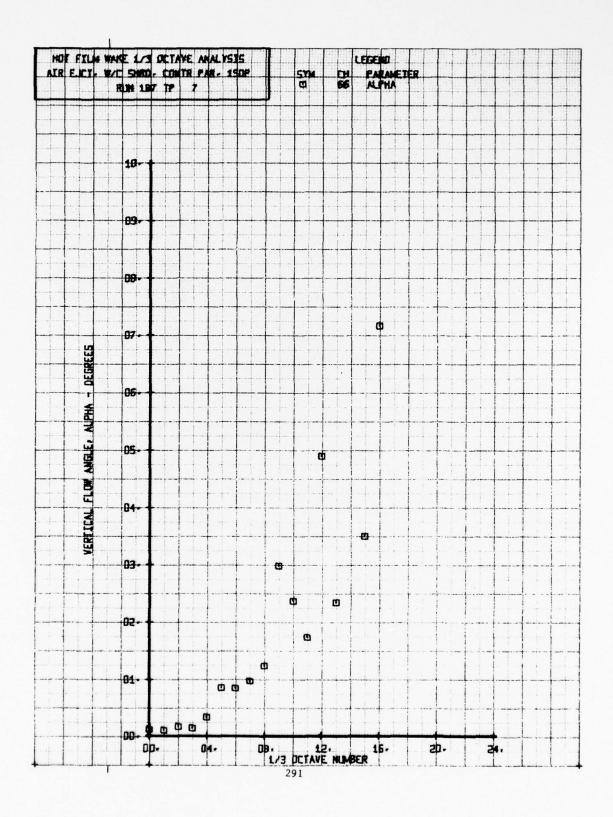
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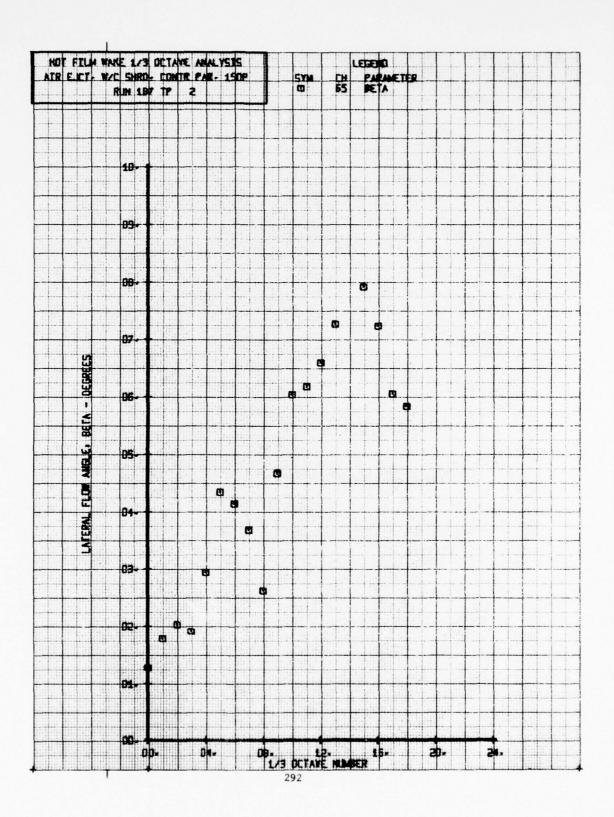
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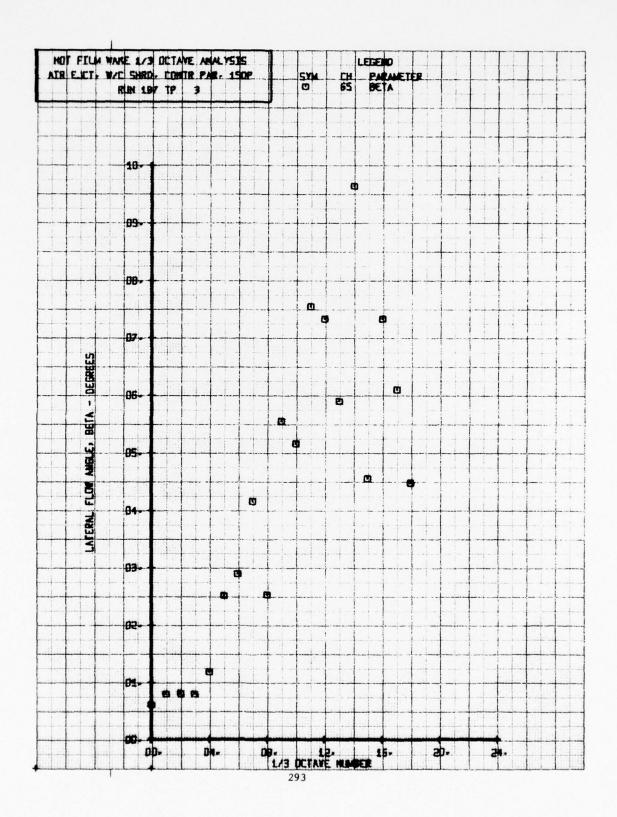


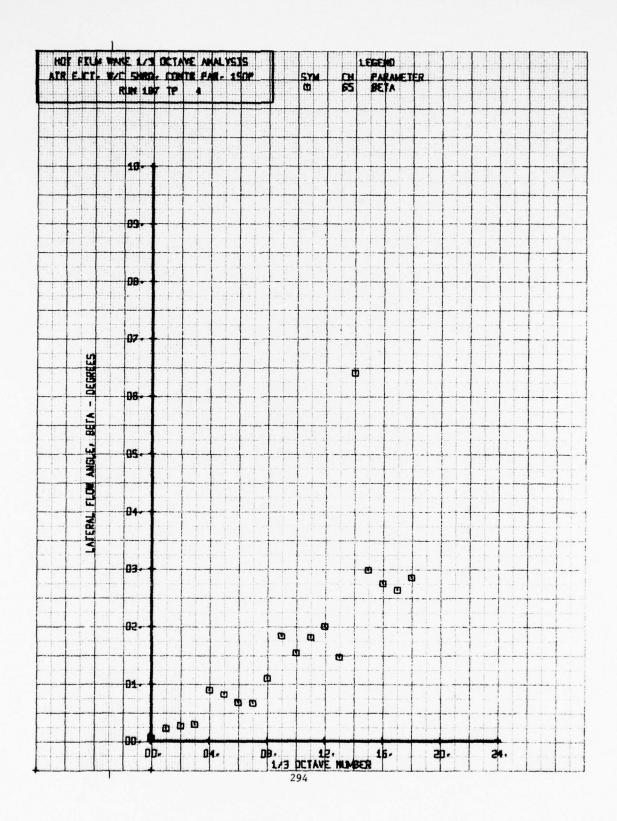


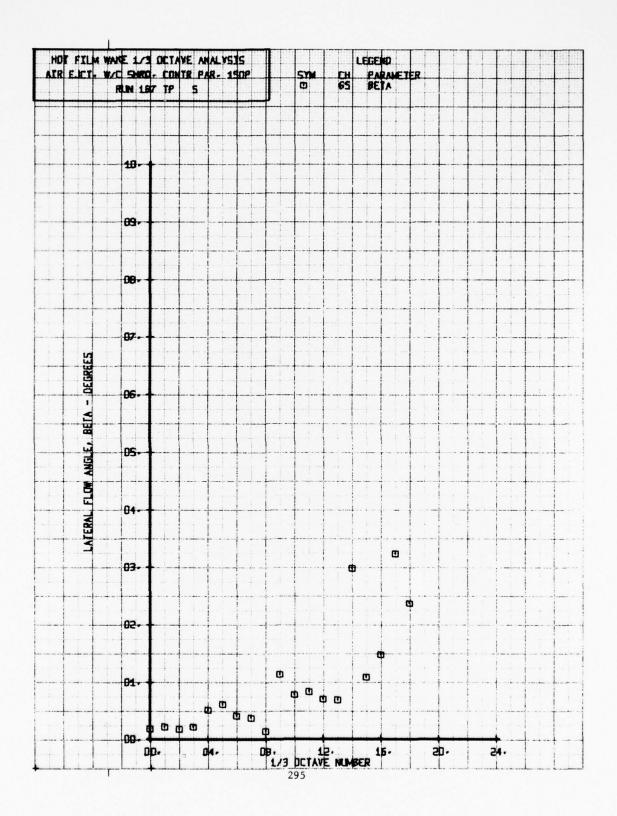


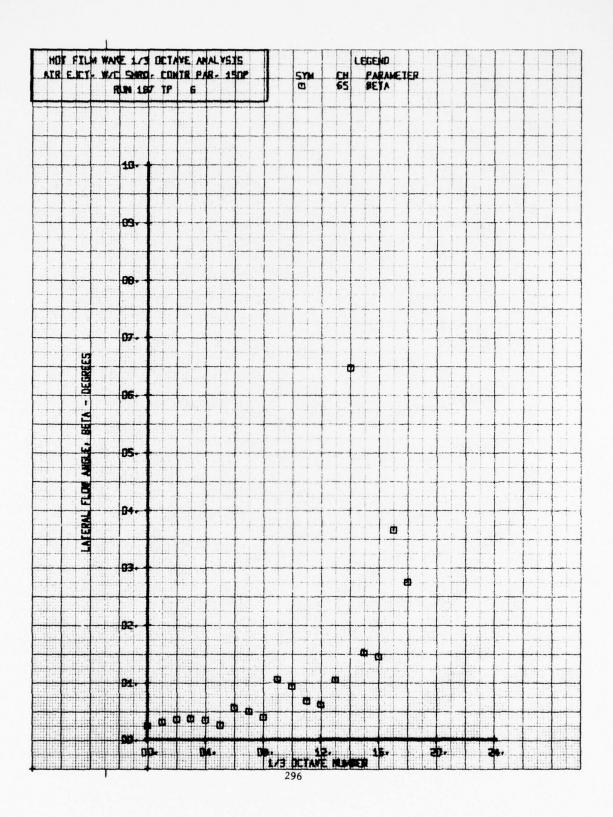


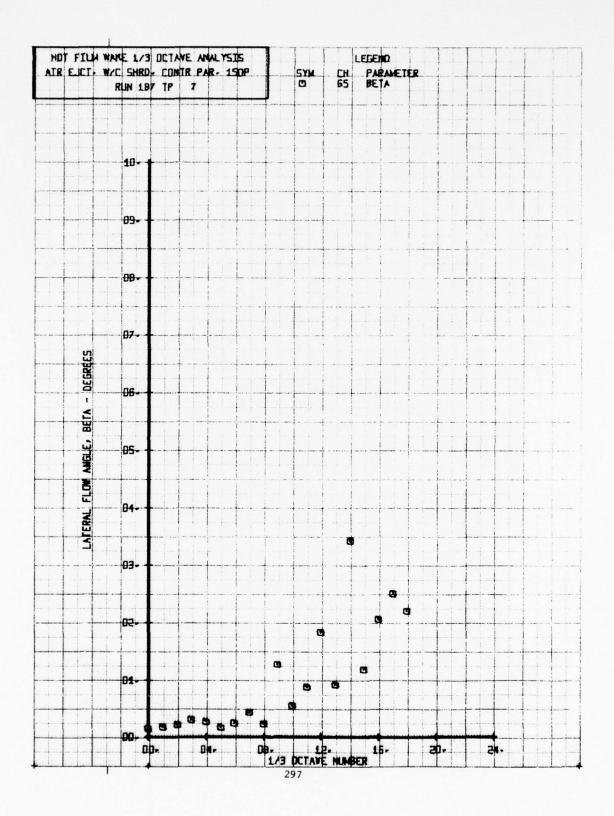


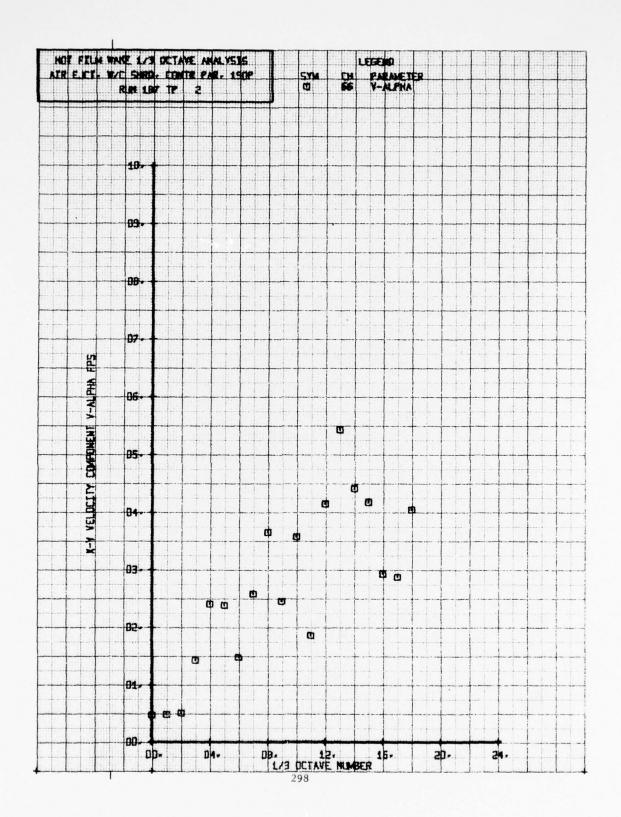


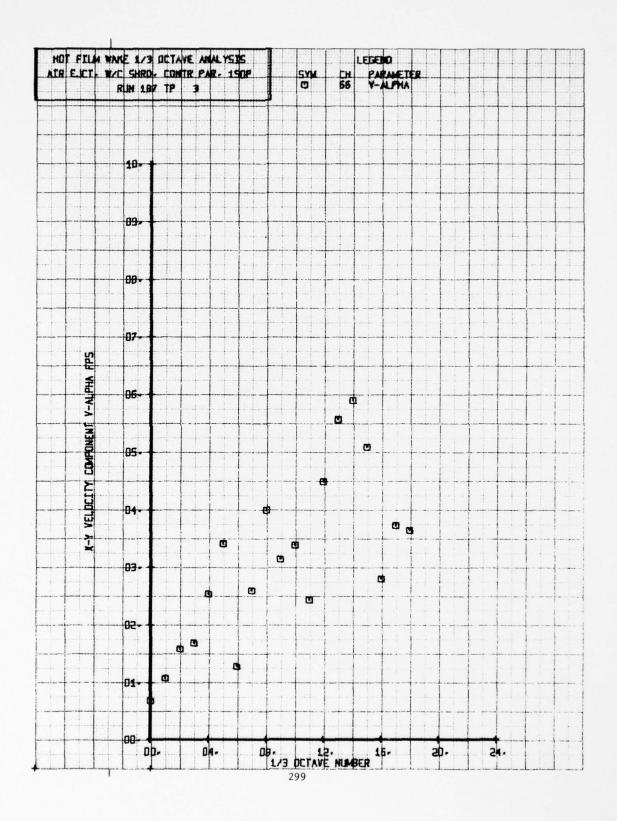


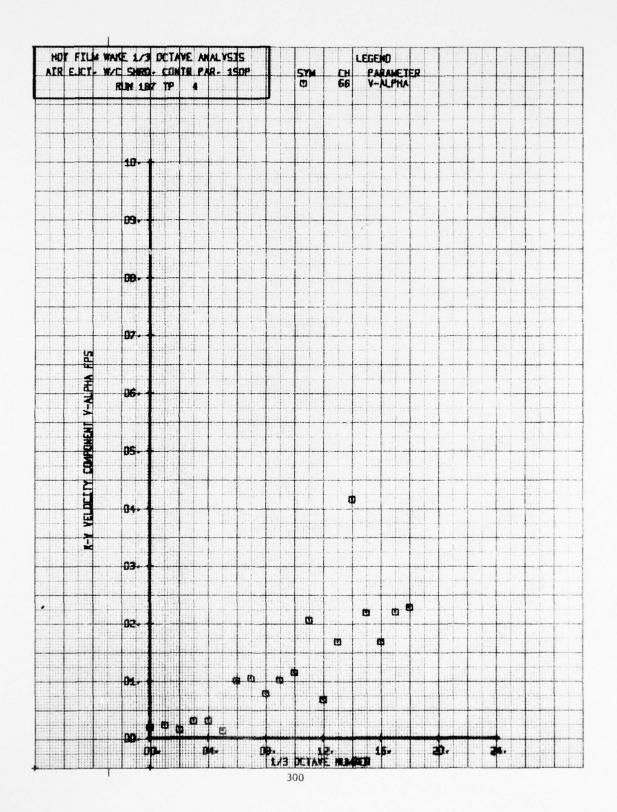


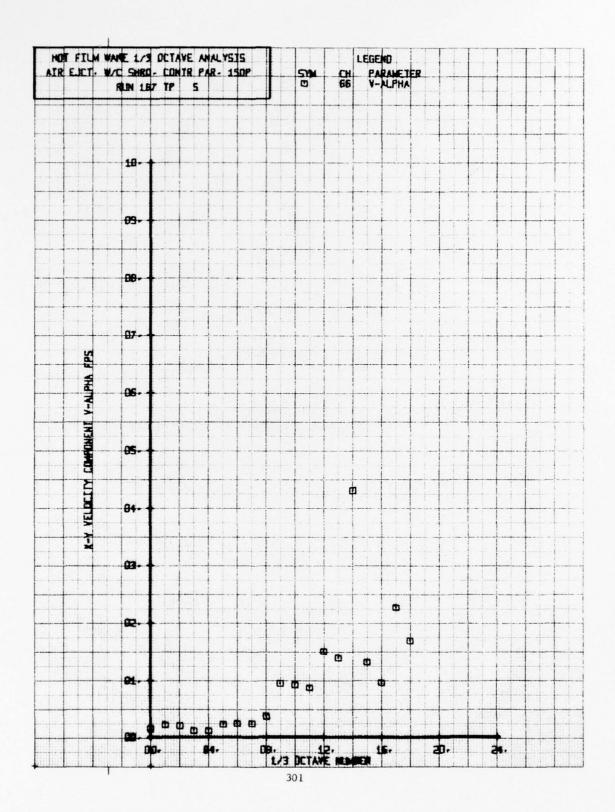


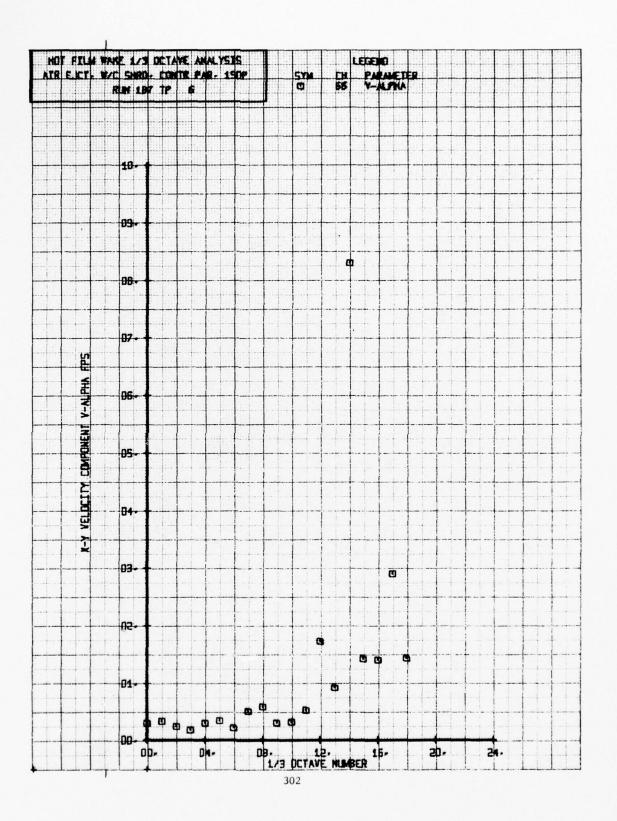


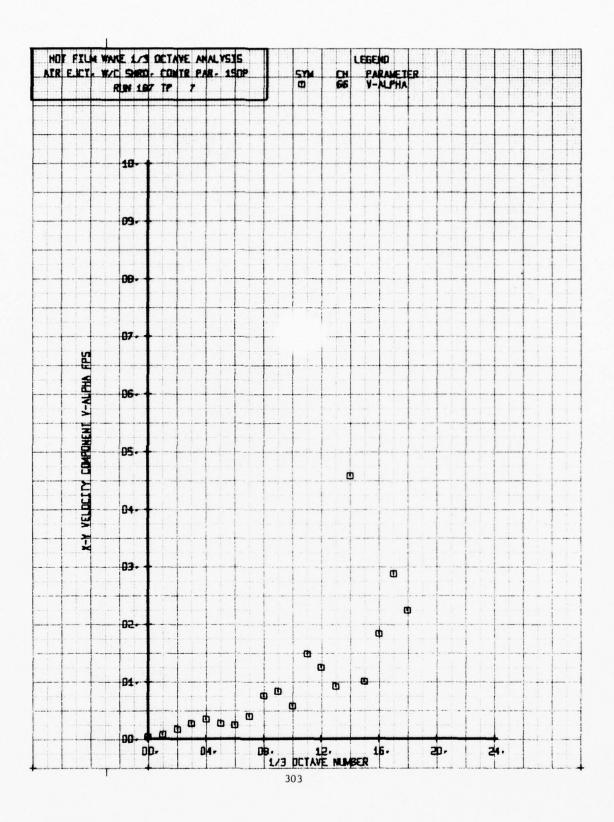


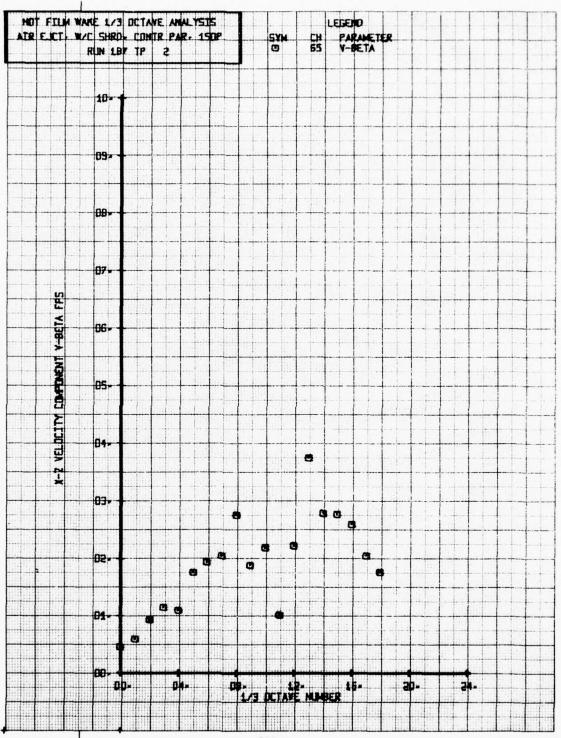


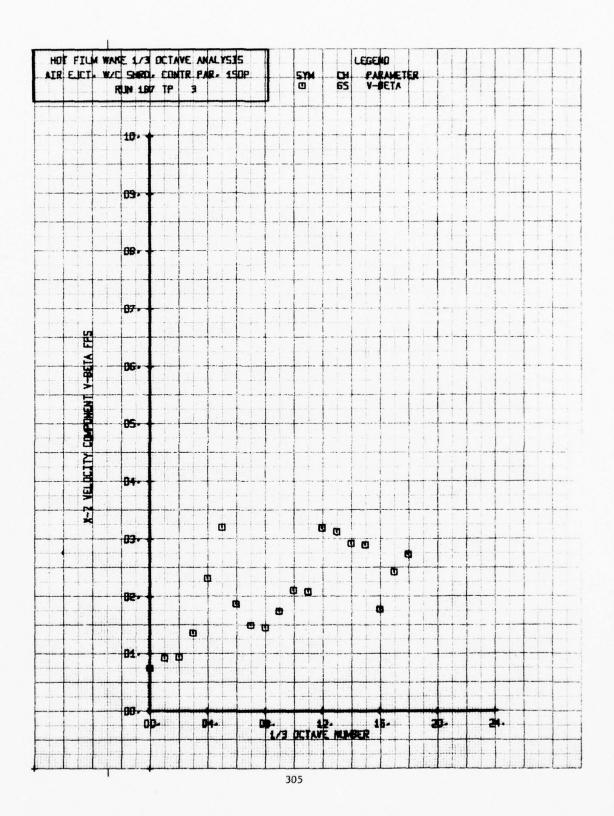


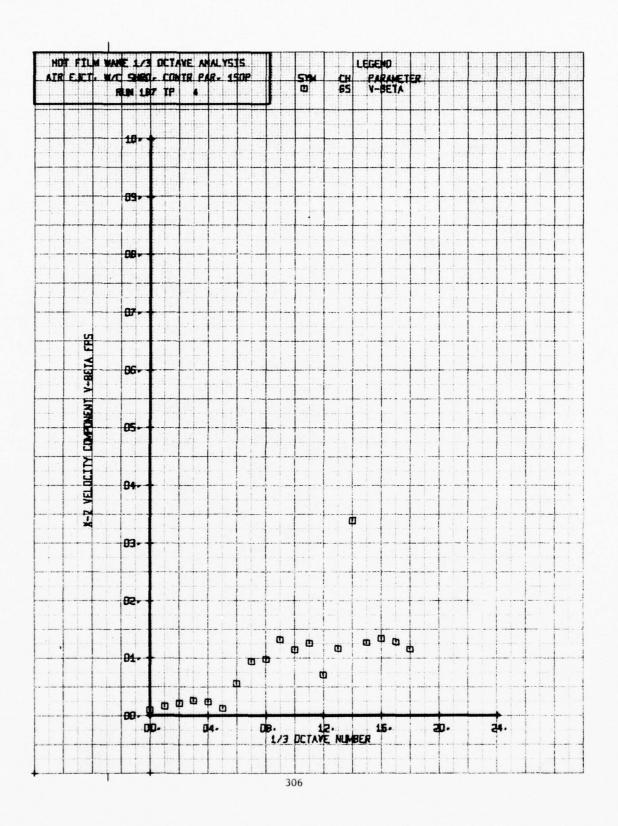


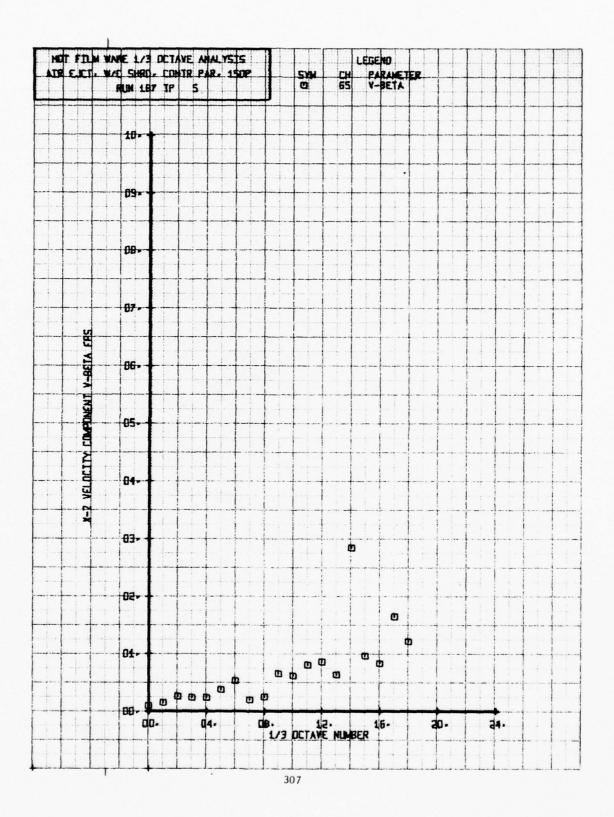


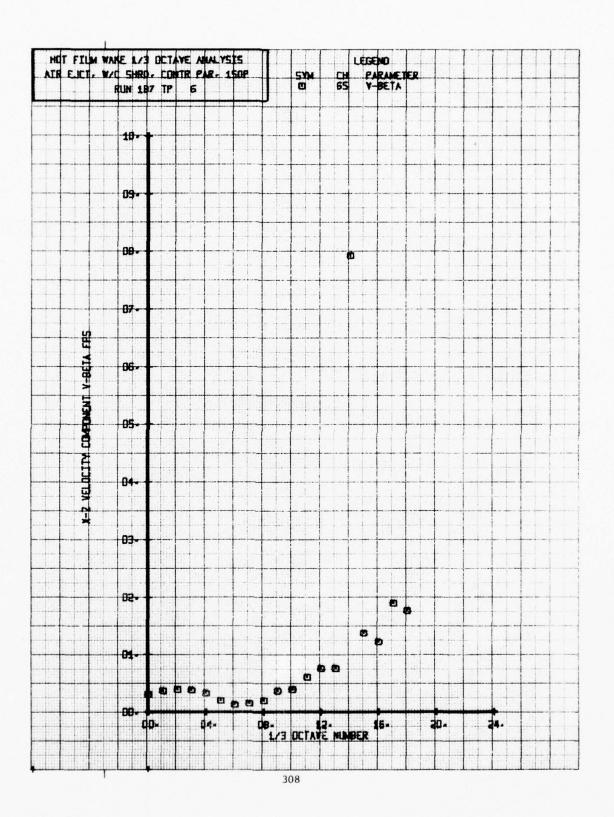


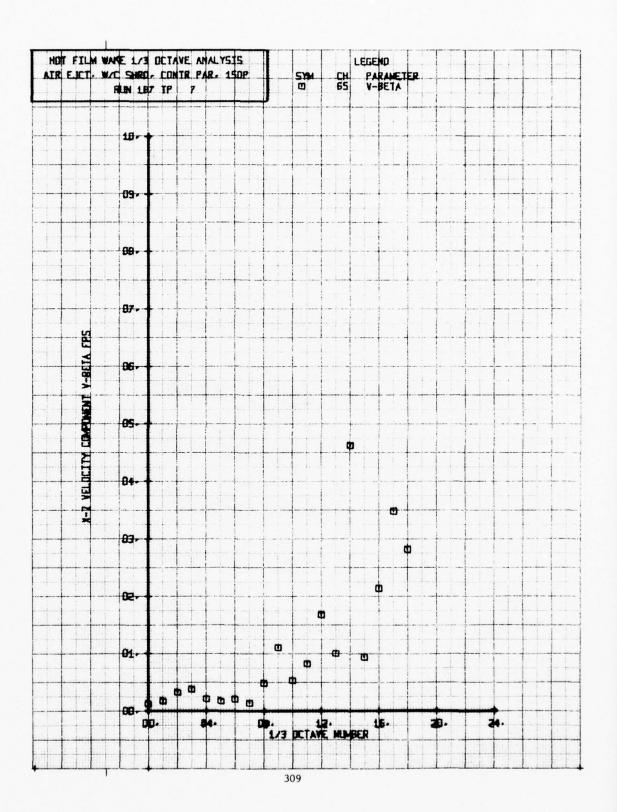


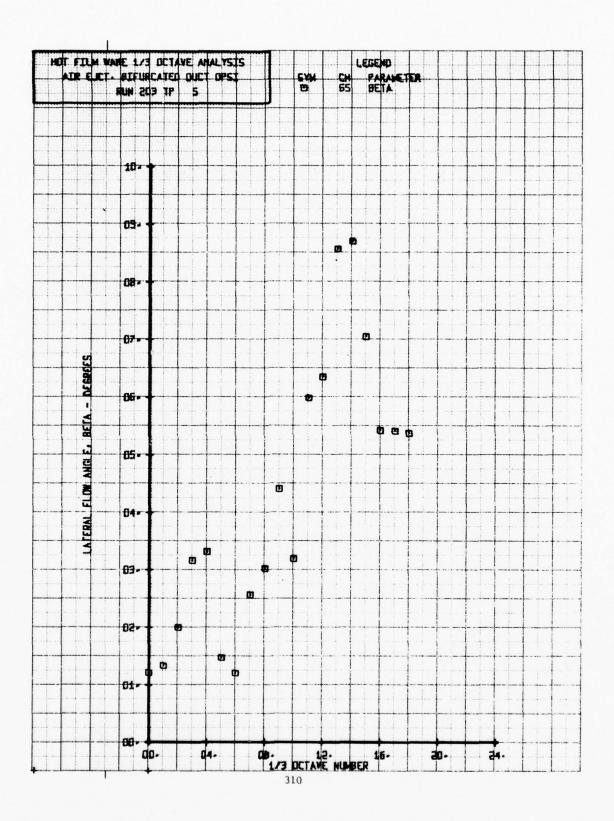


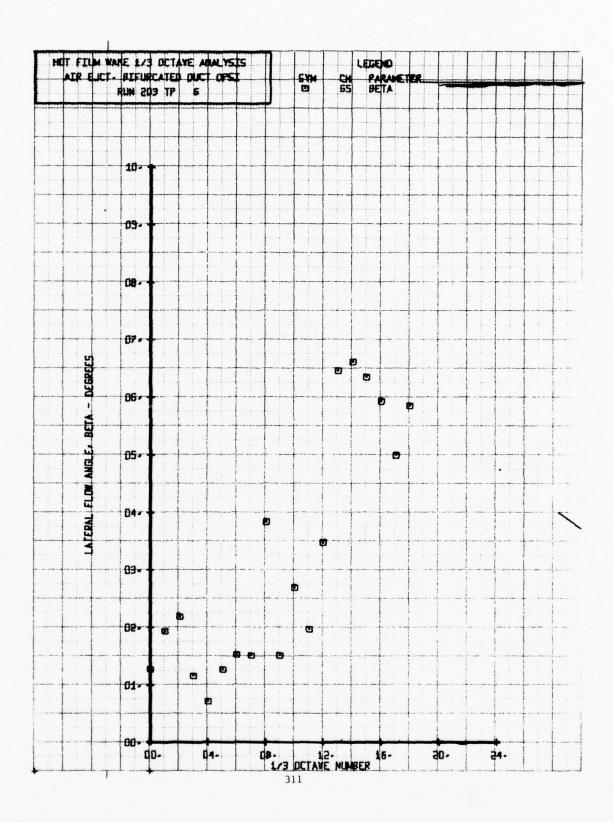


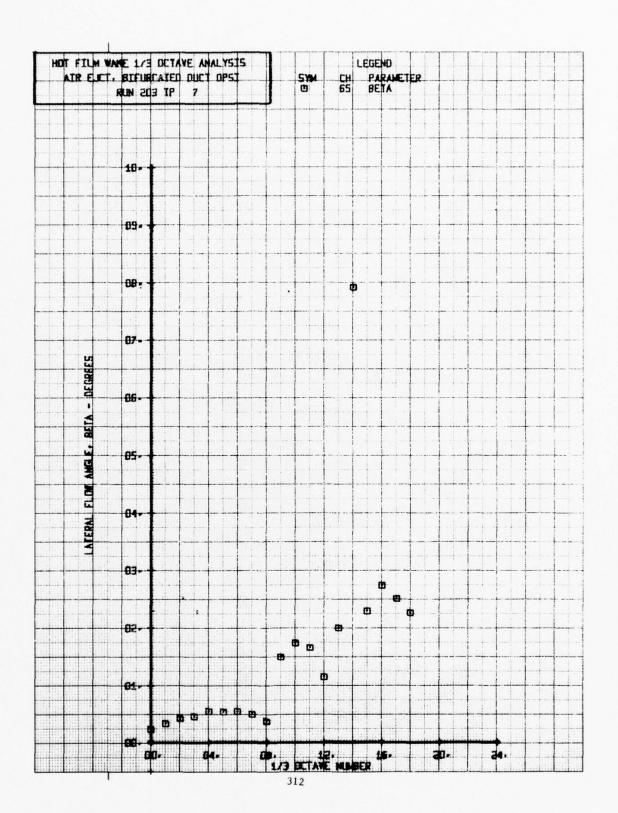


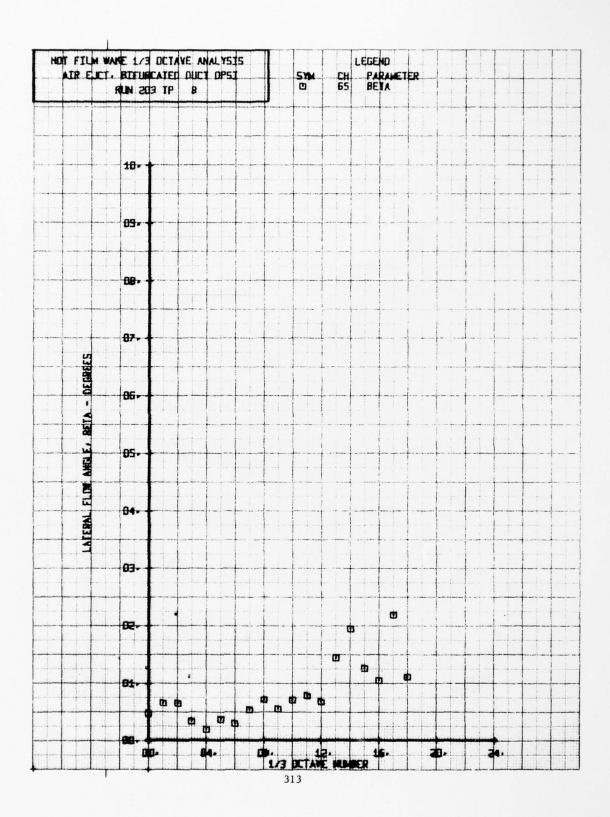


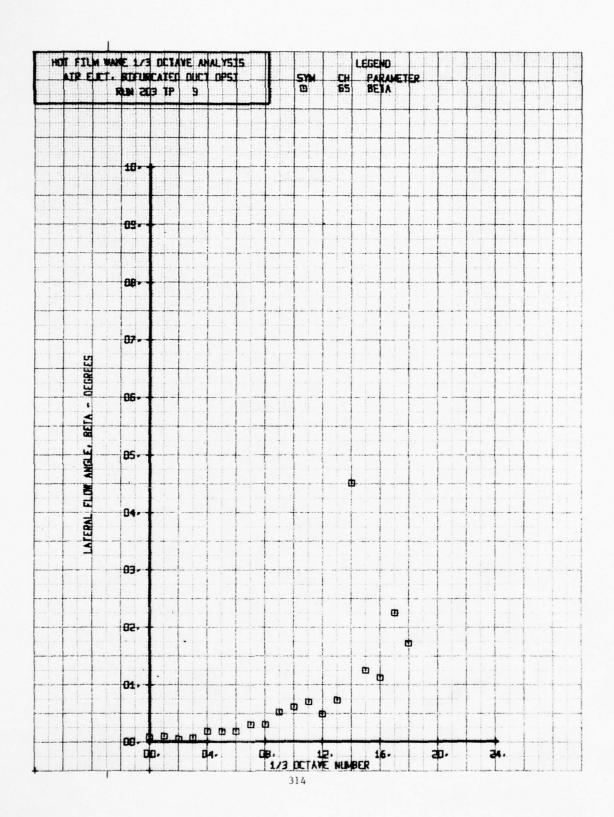


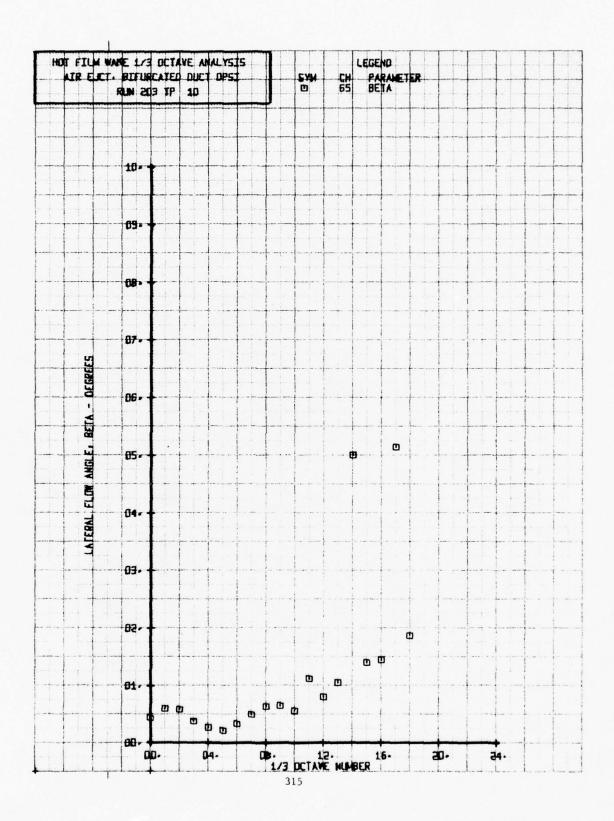


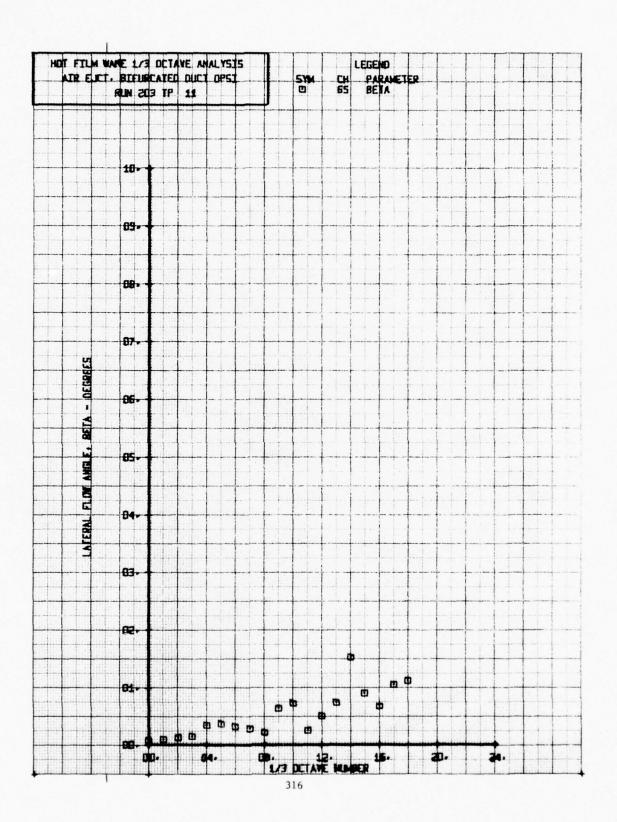


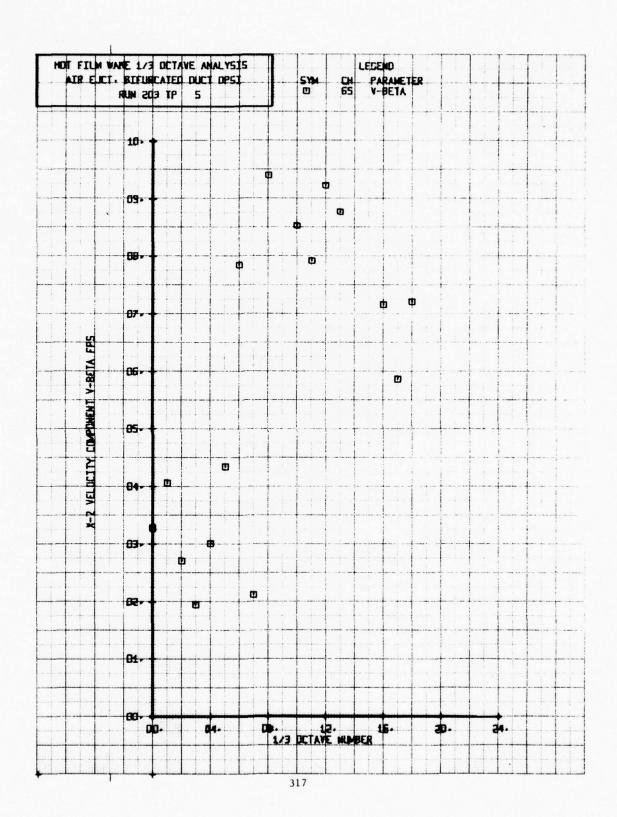


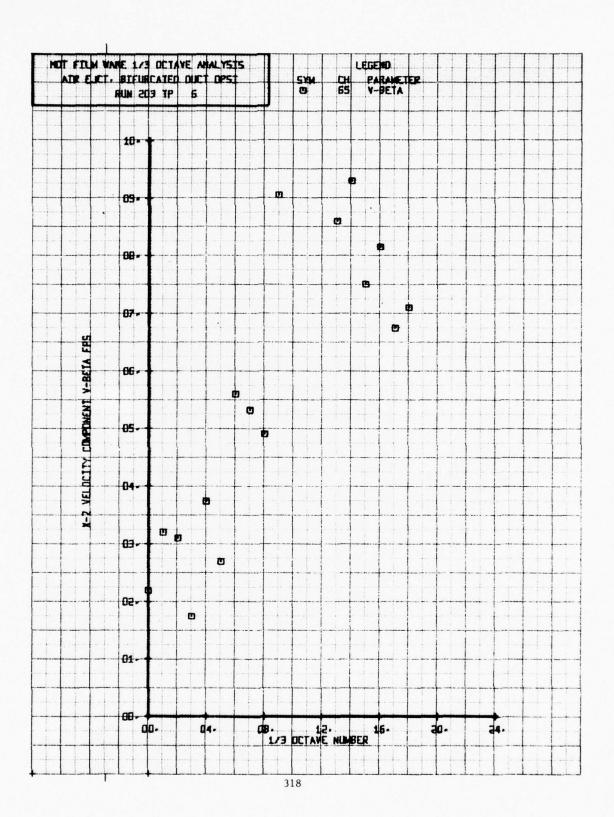


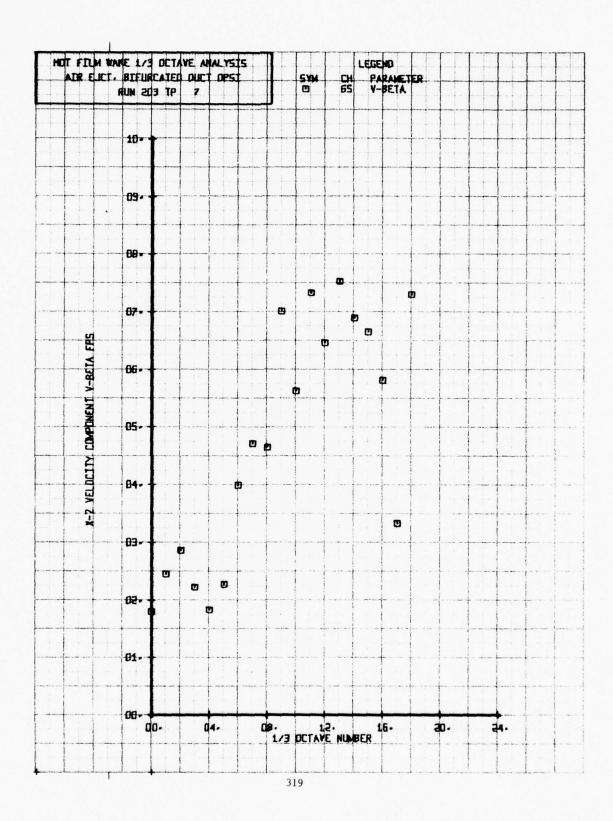


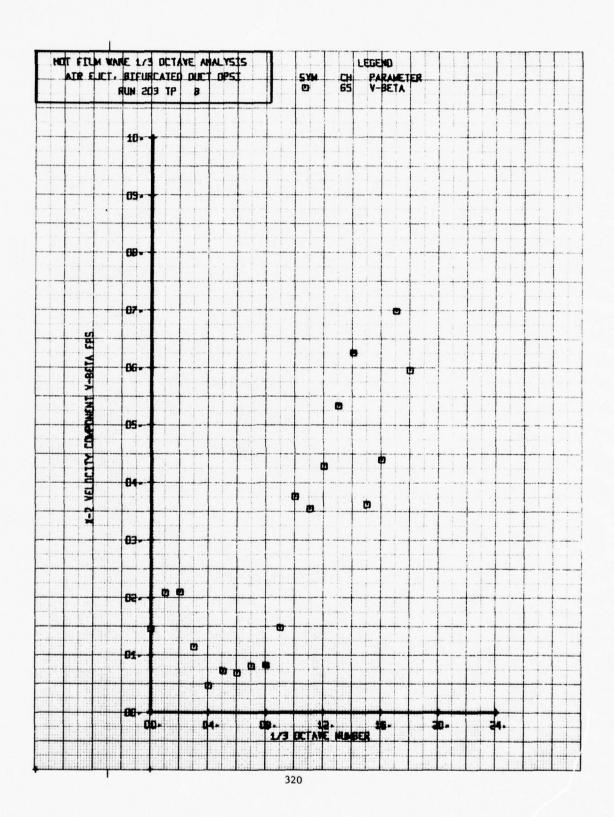


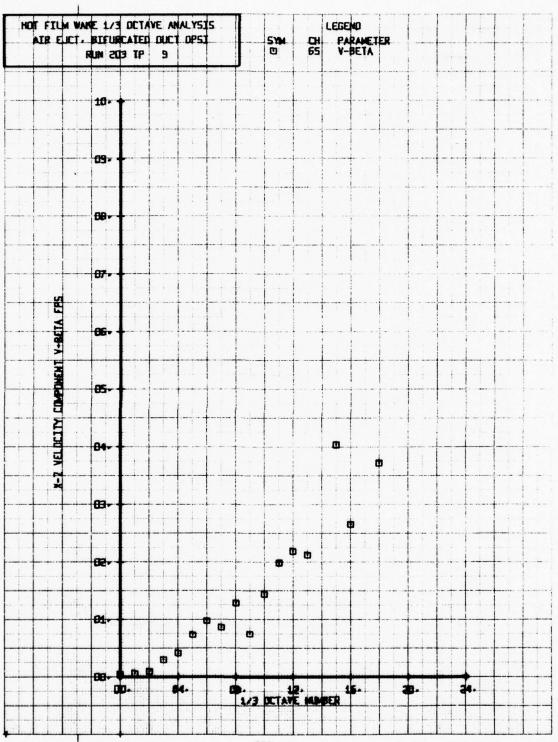


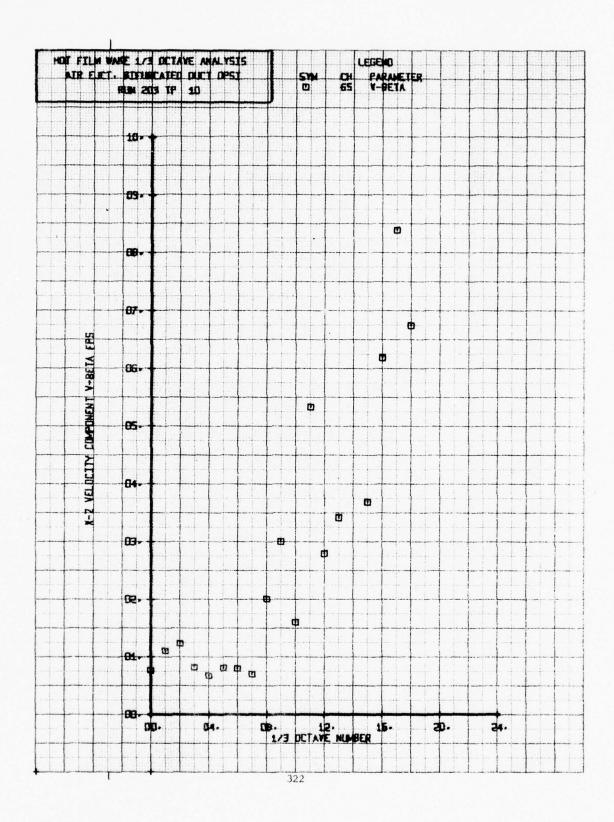


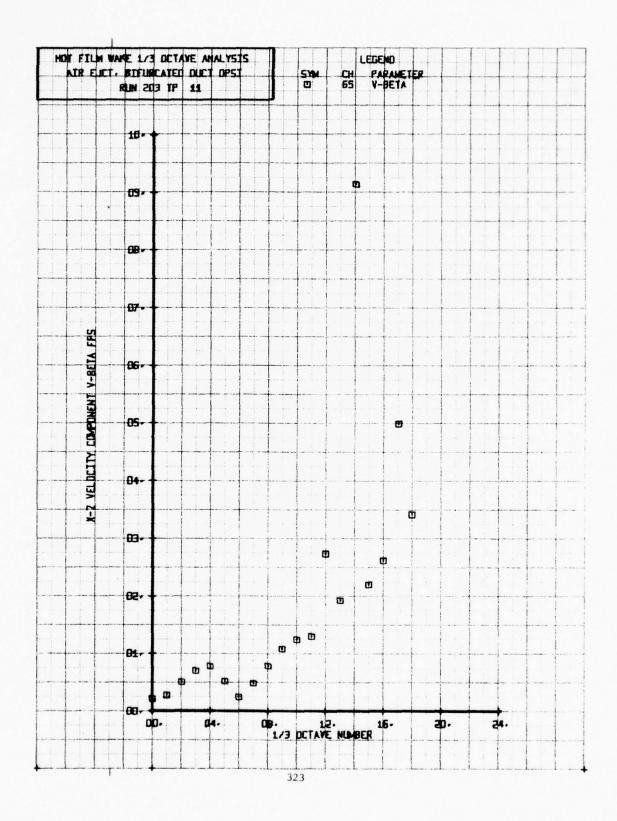


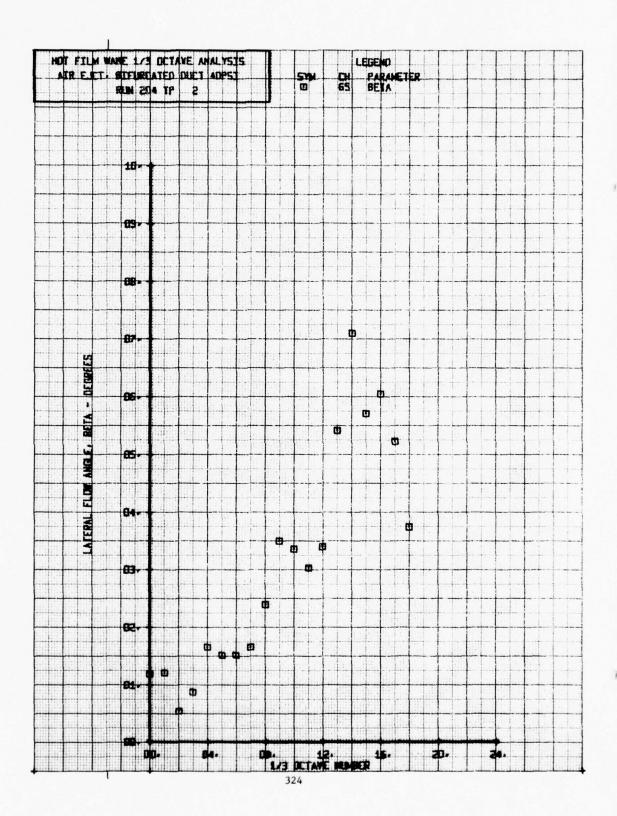


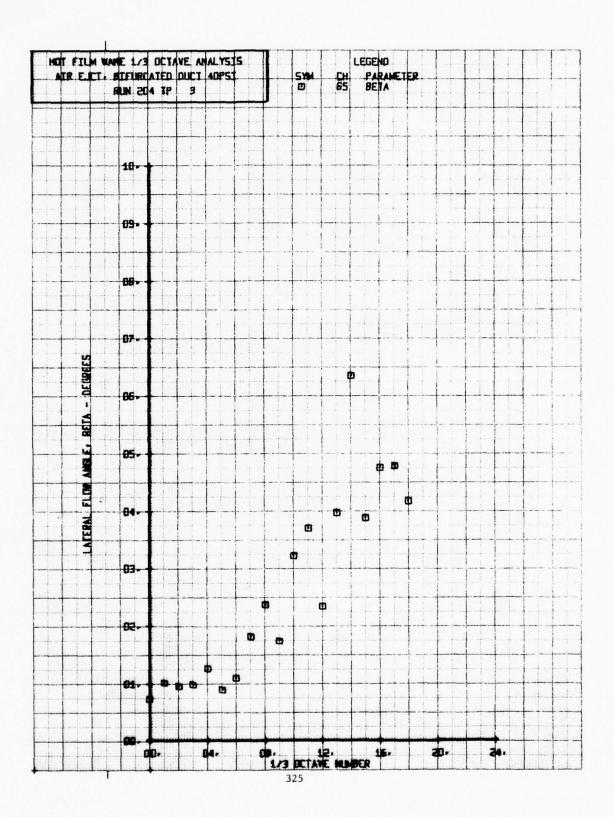


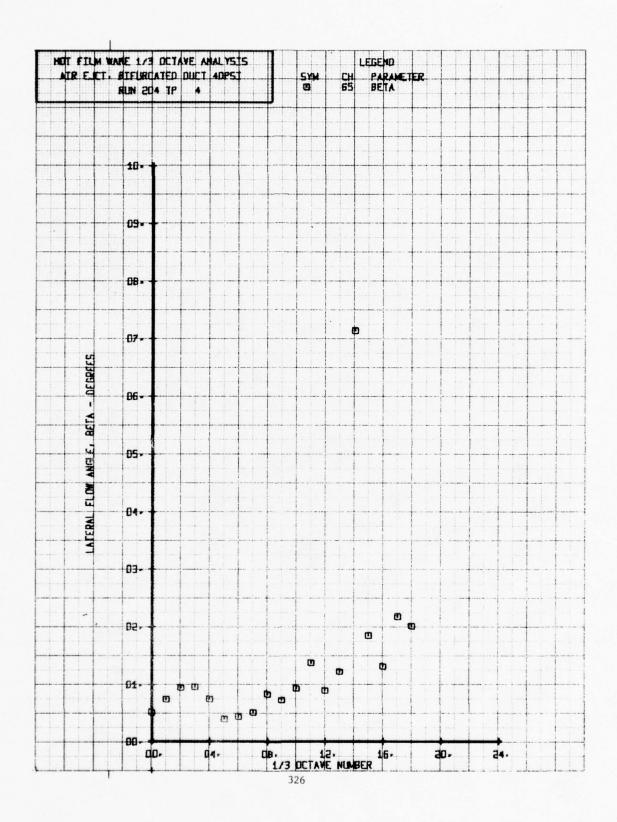


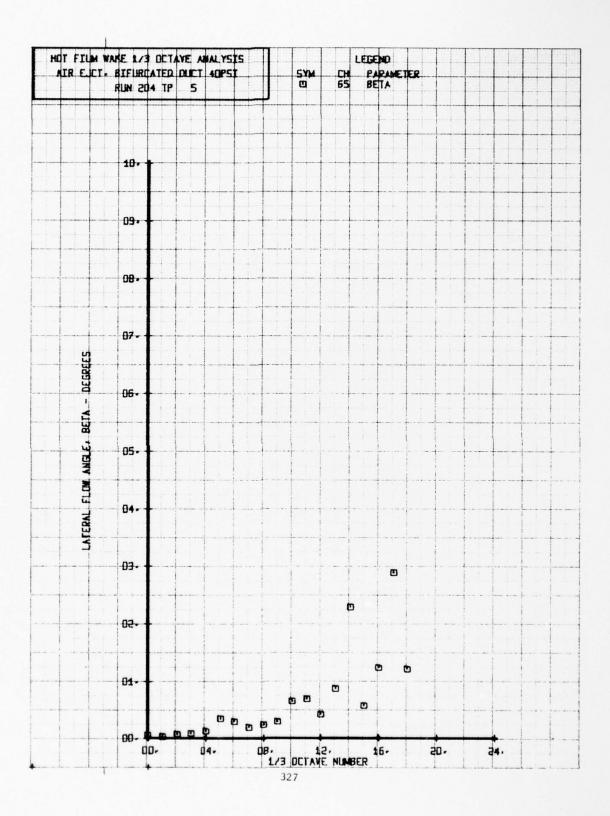


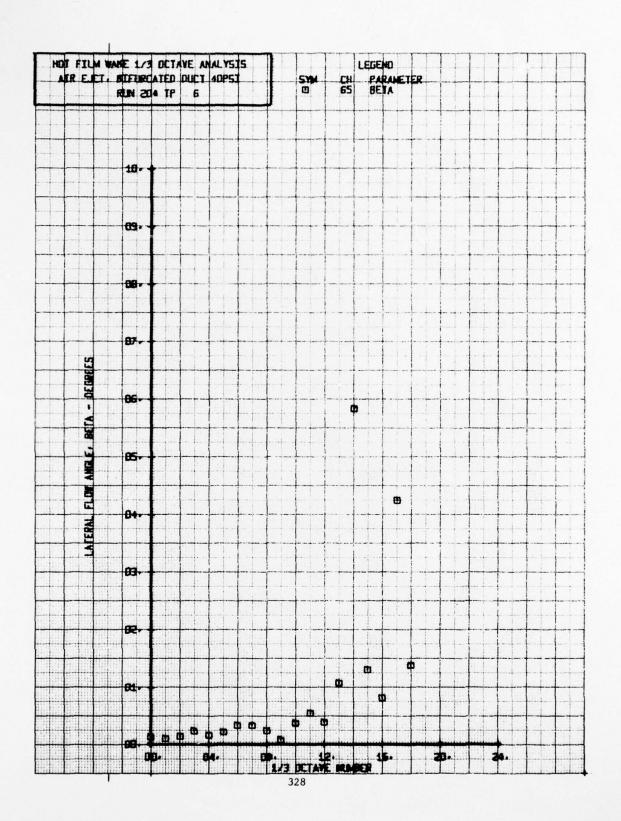


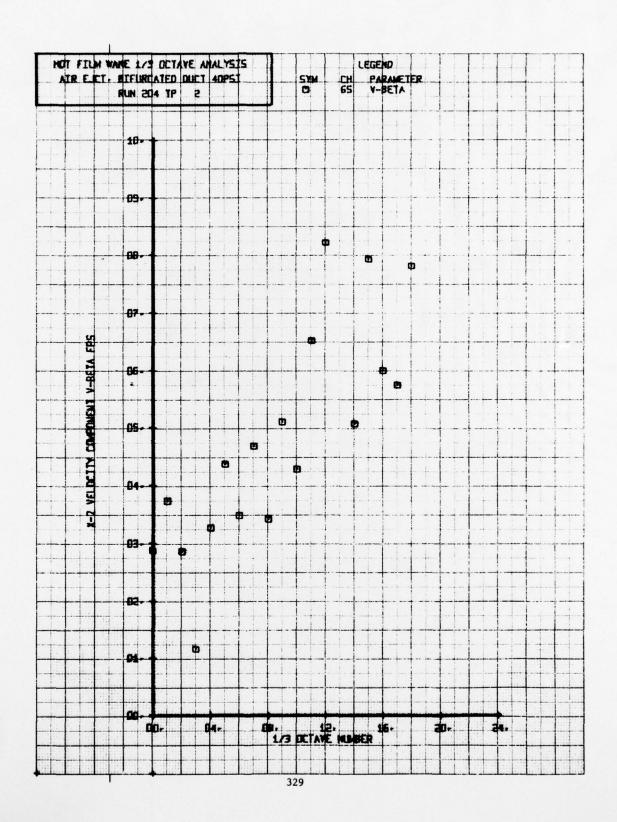












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